

# Appendix O

## Public Comments

This page is left blank intentionally.



## Public Comments Submitted at Public Meetings

### Round 1 of public meetings.

**Thursday, March 15, 2018**  
**Dawson High School**  
**2050 Cullen Blvd., Pearland, TX 77581**

We need more communication to the public about meetings.

**Caye H., resident**

Lack of sidewalks are an issue, if my kids missed the bus in the mornings I would not allow them to walk. I have lived here 6 years 288/518 congestion on the weekends is horrendous. I find my trips to shops and restaurants have decreased tremendously. Head to Houston, its easier.

**Trudy D., resident**

I want more trains and buses. Fewer cars on the roads. Reduce emissions. More bike trails for pleasure. Thanks for what you are doing.

**Jacquelin G., resident**

In no way share or fashion should TxDOT or the City of Pearland spend funds on Max Rd. from McHard to BW8 (MPOID #13565). Does not accomplish anything for our region or city! Spend those funds on other projects! SH 35 alignment (now been studied for 35 + years I am aware of) needs to either happen or not. The newly improved SH35 has really lowered traffic impact and if Mykawa were improved (40 + years overdue) It would be enough.

**Charles S., resident**

No solution with 4 million increase in population. Mostly local arterials. Need better signage and contractors be required to improve their signage. Meeting could be better if a slide show or media showed a history of plans to completed parts. Alan's insight impress – thanks to him and all of the H-GAC staff. Finally, Alvin has a bike plan under going review with a consultant just being a visitor I was surprised H-GAC were apparently unaware.

**Vanu P., resident**

**Wednesday, March 21, 2018**  
**Prairie View A&M University**  
**100 University Dr. MSC 204, Prairie View, TX 77446**

Highway and transportation projects need to be accelerated through the use of design-build and construction manager at risk.

**Ed M., resident**

Thank you!

**Mayor David Allen, City of Prairie View**

Interested in seeing what plans are for mass transit between Harris and Waller counties via the 290 corridor and from I-10 to 290.

**Kate T., resident**

Need more planning on the west side of the metropolitan area. Lots of future development and needs through planning.

Alioune N., resident

Thank you for considering value of unfragmented natural areas on the Katy Prairie Conservancy preserve area.

Elise D., resident

There are 4,000 employees currently working at the Daikin plant, with 2,000 more job opportunities. We would like to discuss public transportation to help get that workforce access to those jobs.

Robin U., resident

Strongly support Texas Central Railways high-speed rail project.

David B., resident

We need better movement of people and good and safety will take care of itself. Need to address bike and walking.

Pat B., resident

We need commuter rail not bigger freeways.

Robert Y., resident

**Friday, March 23, 2018**

**Alief Community Center**

**11903 Bellaire Blvd., Houston, TX 77072**

It is important that commuters from outside Houston support mass transit and ride sharing.

Bruce K., resident

The 2045 plan should focus on freeway and tollway expansions to reduce traffic congestion. The 2045 plan should emphasize improvements which will be compatible with technology advancements such as automated vehicles. The best type of improvement for a potential future with automated vehicles is a network of dedicated lanes, either HOT or MAX lanes. The plan should minimize the amount of fixed-rail transit. Fixed-rail transit is extremely expensive and often has poor ridership., for example the new Green and Purple lines in Houston. Dallas and Los Angeles have built extensive (and expensive) rail systems both declines in overall transit ridership. The 2045 plan should emphasize maintenance of arterial streets. Poorly maintained streets are common in Houston. I would like to see better standards for arterial street intersections, including greater use of dual left turn lanes and dedicated right turn lanes.

Oscar S., resident

Assuming there is a project in the planning stages to finish Westpark as a Boulevard between Wilcrest and Dairy Ashford, I would like to add a similar project for Kirkwood between Richmond and Westpark.

Mark L., resident

**Wednesday, March 28, 2018**

**Sugarland City Hall**  
**2700 Town Center Blvd. N., Sugar Land, TX 77479**

The pedestrian signals are not checked often, not enough time to cross or it's a broken signal (no walk)

**Renee Robicheaux**

I ride the park and ride and then the METRO train to school. I have no problems with these forms of transportation because of where I live but many people live in areas that do not get service.

**Catlin W., resident**

Interested in knowing who to contact regarding the expansion of Benton Rd. & FM 723.

**Jackson J., resident**

Please be very aware public transit brings in criminals, as well as moves residents around town. From experience, criminals ride in on buses and drives out with our stuff.

**L. Brown, resident**

Would like to see commuter rail in Fort Bend to connect to Houston/Harris County.

**Chan B., resident**

I would like to have more options for transportation, Bus routes/ light rail to extend beyond city of Houston and into region since so many in the region work in Houston. Chicago rail is best example I can think of. Something like that for this region or extension of bus services / Park & rides outside of Harris County would benefit the region. Trails connecting communities would be good.

**Griselda G., resident**

I volunteer with a non-profit that serves those with a mental health condition called the Fort Bend Clubhouse. Many of our members do not have transportation to get around the county. They need to get to the doctor appointments and classes that are available often on a Saturday morning. They have no way to get around. They must plan and sometimes even if they have called the transit they may not be well enough to travel on that day, so they may miss their scheduled ride with the transit. Having a regular bus schedule that operates like the 3 transit areas in Richmond would be a great help. Perhaps they could run a transit route down Hwy 6 and one down 90 to connect the east and northern parts of the county to the Richmond/Rosenberg area as this is where the Texana, and county offices are located. On a personal note, having lived in Europe for many years, a train system is essential as well as a intricate bus system. Gone are the days of only cars for transit. We need more mass transit and I would like to see it happen in my lifetime.... we better get a moving.

**Pat S., resident**

Thanks for hosting& hope you will do more meetings – maybe online to increase attendance.

**Nicole V., resident**

Demand response availability seamless fare payments between Fort Bend Transit and METRO (ability to use same fare card), getting more people to use public transit commuter buses instead of using their own car.

**Melanie B., resident**

Paying attention to all of the modes of transportation that is available as commuters are commuting on a daily basis.

**Pamela C., resident**

Bike/pedestrian safety go together as a big need in Fort Bend County. We need to have more walkable communities – with transit & bike routes between towns.

**Annette O., resident**

There are not enough freeways to accommodate the traffic flow causing traffic jams and delayed times frames for work.

**Linda A., resident**

**Thursday, March 29, 2018**  
**Kashmere Gardens Multi-Service Center**  
**4802 Lockwood Dr., Houston, TX 77026**

Safety and traffic are top issues.

**Dwayne B., resident**

Good job good staff!

**Henry M., resident**

Very informational to inform me on current and future concerns.

**ReNita M., resident**

**Wednesday, April 04, 2018**  
**Oscar Johnson Jr. Community Center**  
**100 Park Pl., Conroe, TX 77301**

The thoroughfare plan has had a widening of Harden Store Rd. for 30 years no action. 1988 also needs to be widened and completed to the West county line with 105 and the Grand Parkway, they are the major East/West roads.

**William O., resident**

One route North and South from Northern Montgomery County to Harris County accidents can cause serious congestion and only one main traffic route.

**Nick H., resident**

**Thursday, April 05, 2018**  
**Leon Z. Grayson Community Center**  
**13828 Corpus Christi St., Houston, TX 77015**

Fix I-10, raise bridges to stop truck damage. Complete Hwy 90 to Crosby

**Mike B., resident**

When is METRO rail in transit I-10 East from Downtown here Uvalde.

**Steve B., resident**

There are too many trees on the side of the freeway. Trees keep businesses from being seen from the freeway. Cost too much to maintain, money could be spent to improve freeway. Need more restrooms at park and ride facilities.

Howard S., resident

**Wednesday, April 11, 2018**

**Cleveland High School**

**1600 Houston St., Cleveland, TX 77327**

59 is an emergency evacuation route but has been closed three times in the past 18 months due to flooding.

Jim C., resident

4-lane from Dayton, TX (SH146) to Cleveland, TX SH 321 & feeder to I-69 freeway exit #'s should be coordinated with mile marker numbers. Please review. Helps all drivers especially tourists and emergency vehicles.

Gerald H., resident

Having a light rail to commute to Houston would be great.

Eisha J., resident

The HOV entrance ramps need better signs when trying to find them in the communities of Houston. Example would be near 610 and 45, many intersections say HOV (and directional "Stay Right") but it is too easy to miss the signs of where to turn while in traffic. Why are the signs not up by the stop lights? Or many street signs are covered by branches or a large truck in front of you. By the lights and larger would help. This is also the first place that I have ever lived that has a one lane HOV for a road as congested as 45. The HOV lanes in and around Washington DC work beautifully and should be looked at as a better example for around the city of Houston. Houston is number four in population and DC is number 21 as of 2016, and they have wider HOV lanes. I've even wondered if having a dedicated tracker trailer /mac truck lane would help during high traffic times.

Jen J., resident

**Thursday, April 12, 2018**

**Eagle Pointe Rec. Center - Magnolia Room**

**12450 Eagle Pointe Dr., Mont Belvieu, TX, 77580**

No public comments received.

**Thursday, April 19, 2018**

**Houston METRO**

**1900 S. Main St., Houston, TX 77002**

Multimodal transportation means all options being on the table including light rail.

Laolu D., resident

This forum was very informative as Houston's surrounding area grows in population public transit direct access to Houston's City Center is needed (without having to connect to multiple buses).

Ron R., resident

Richmond Ave. was not on the 2003 referendum, it is not wanted or needed. Put the buses where they are needed- North, Northeast, South, Southeast.

Daphne S., resident

The METRO rail platforms need to have brighter lights and more security in the Northside. A METRO rail platform to be considered at Fulton and Patton.

Machelle B., resident

The North Freeway I-45 Project should be exterminated with its \$7 billion price tag allocated \$5 billion to improving I-45 along its current route around the west side of downtown Houston. The remaining \$2 billion would go to the city (\$1.5 billion) and Harris County (\$.5 billion) for roadway improvements, in turn the city and county would forego GMP payments from METRO. The i-45 project will result in 1. It will flood. 2. A park tat sits on top of an air pollution pit (who sends their kid to play in auto exhaust fumes). 3. The same number of lanes we have today. 4, In time, another toll road (unless additional funding is identified). 5. Plunging Houston's newest and largest hotels, its downtown baseball park and basketball arena into construction zones (construction will kill these venues in the peak of their economic lives).

Art S., resident

Close Main St. to cars and make it pedestrian and Light rail only. We need more BRT or light rain connecting Houston area, between the red line and the under construction Post Oak BRT. We need better transit options to IAH and Hobby. Commuter rail to the Woodlands, Katy, Sugarland, Missouri City, Baytown, and Kingwood. Biking infrastructure in the Uptown and Galleria areas. Improved biking infrastructure in Montrose Area.

Travis F., resident

Bike lanes should not remove lanes from major thoroughfares, neighborhoods and power line right of way much safer and better.

Tory G., resident

**Tuesday, April 24, 2018**

**Helen Hall Library**

**100 W. Walker St., League City, TX 77573**

Need more connecting bike/pedestrian trails. Hopefully the widening of I-45 will alleviate some congestion. Need North Landing Blvd. to be constructed as another evacuation route over Clear Creek.

Karen C., resident

I would like to recommend permeant conversion of left lane on 45 to HOV and convert HOV lane to light rail. Thank you

Valerie L., resident

I-610 S. freeway eastbound exiting to I-45 Southbound – 1 lane exit traffic extending 2 miles – really? Also, I-45 Northbound to I-610 westbound – no connect.

Carol D., resident

I don't drive so public transportation is important. However, most people have their own transportation and therefore public transportation is not needed for others. It amazes me how y'all plan in advance and build roads before they are needed. Keep up the great job.

Steve J., resident

**Thursday, April 26, 2018**

**Houston-Galveston Area Council Offices**

**3555 Timmons Lane, Houston, Texas 77027**

The 5<sup>th</sup> Ward community is lacking infrastructure CIP to improve our sidewalks and bike lanes. We need pedestrian overpasses at all of the railroad crossings on Lyons Ave., we need wider sidewalks and a new bike lane on Schweikhardt to help connect Finnigan Park to Boyce Dorian Park. We need air monitoring stations to help monitor an increase of freight traffic & congestion on I-10. We have emergency vehicles that cannot reach the residents in a timely manner because of RR, DOT #758203B & RR DOT #755707R. Having trains that sit on the tracks in excess of 15 mins. With new construction & the future expansion of I-10, Lyons Avenue which also has a bike lane will be impossible to use. With all of the congestion issues going w/ have an underpass being constructed on Lyons in an area densely populated which makes no sense. Union Pacific has a rail road yard nearby that consistently contributes to the noise and pollution all day and night. Councilman Davis has been historically unresponsive to the needs of his constituents and his office simply are not interested in dialog which is unfortunate. The rail road issues negatively impact school attendance, mobility, safety, & our overall quality of life. Please do not forget this segment of the population made up of black & brown residents who have historically felt underserved and underrepresented.

Erica H., resident

METRO needs to render services only in local paying 1% sales tax. If METRO wants to grow, need to get other areas to pay. Thoroughfare plan – why is 529/362 not shown as thoroughfare. Why is 36A shown? Its unneeded. How is growth forecast for underdeveloped prairie in Waller County & West Harris? Bike Lanes – put on greenways. Avoid on roadway. Local freight – please discourage freight traffic from using non- corridor streets as cut throughs or non-tolled. These streets are not designed for heavy traffic. Build out commuter rail/bus in existing major transit corridors. Roadway systems should contemplate conveyance, drainage & detention requirements. Do not build dams that impede stormwater.

Michael H., resident

Would love to see light rail lines run along major freeways/corridors since they all run into downtown area. This city is far too large to not have a variety of transportation options and/or services.

Tunisia S., resident

Improved bus routes would greatly improve commuting.

Carrington W., resident

With the projected growth of the area, some type of mass transit/commuter service is the only solution.

Don H., resident

More public transportation, less congestion.

Suratha E., resident

Not enough transportation – too much traffic from cars (downtown)

Ebony Y., resident

Please be sure to incorporate funding & recommendations of Northwest Mobility Study (city), SH 249 study (TxDOT), Complete Communities (city).

Eileen E., resident

**Tuesday, May 01, 2018**

**Baytown Community Center**

**2407 Market St, Baytown, TX 77520**

No public comments received.



## Round 2 Public Meetings

**Thursday, January 24, 2019**

**Friendswood City Hall**

**910 South Friendswood Dr., Friendswood, Texas 77546**

1. FDEDC TIP application & scoring system. 2.) Round-a-bouts

Patrick M., resident

**Liberty City Hall - Liberty / Chambers**

In support of project ID 260 in Liberty County - US Trinity River Tauss Bridge Rehab

Sandra P., resident

The railroad has increased the speed limit through Liberty & increased the number of trains. We need to make all railroad crossings "silent" They do it in other towns. Why not here? Plus- higher speeds & heavier loads cause vibration damage to nearby buildings.

Ellis Picket

I live on the Trinity River's floodplain, 2 miles east of the Trinity River on FM 563 between Liberty, TX and I 10, I want to know how does this project plan to address the "transportation's impact" on the flooding environment that has gotten more devastating over the years to people who live along the Trinity River in Liberty & adjacent counties due to new construction of roads, housing additions, and commercial properties.

Joann W., resident

I work for a prison in Dayton, TX Located on 321 and FM 686. multiples of wrecks and fatalities happen yearly at that intersection. Sam's distribution center also located there so lots of 18-wheeler traffic. For obvious reasons Uber and public transportation will never be allowed to enter prison entrances. Seriously need to realize this is a much bigger picture than you are considering.

Anonymous, resident

The railroad overpass on 90 on the current call (ID 253) would get my vote as one of the top needs!

Emily C., resident

**Tuesday, January 29, 2019**

**Liberty City Hall**

**1829 Sam Houston St., Liberty, Texas 77575**

In support of project ID 260 in Liberty County - US Trinity River Tauss Bridge Rehab

Sandra P., resident

The railroad has increased the speed limit through Liberty & increased the number of trains. We need to make all railroad crossings "silent" They do it in other towns. Why not here? Plus- higher speeds & heavier loads cause vibration damage to nearby buildings.

Ellis P., resident

I live on the Trinity River's floodplain, 2 miles east of the Trinity River on FM 563 between Liberty, TX and I 10, I want to know how does this project plan to address the "transportation's impact" on the flooding environment that has gotten more devastating over the years to people who live along the Trinity River in Liberty & adjacent counties due to new construction of roads, housing additions, and commercial properties.

JoAnn W., resident

I work for a prison in Dayton, TX Located on 321 and FM 686. multiples of wrecks and fatalities happen yearly at that intersection. Sam's distribution center also located there so lots of 18-wheeler traffic. For obvious reasons Uber and public transportation will never be allowed to enter prison entrances. Seriously need to realize this is a much bigger picture than you are considering.

Anonymous, resident

The railroad overpass on 90 on the current call (ID 253) would get my vote as one of the top needs!

Emily C., resident

**Tuesday, February 5, 2019**

**Kingdom City Houston (formerly Ashford Community Church)**

**2100 Eldridge Parkway**

**Houston, Texas 77077**

Bike commuter wishing for better network to access Greenway Plaza & Downtown from Katy. Currently commute on GBP & THP from Fry to the Energy Corridor. Main issue with MUP/SUP is driveway conflict. Bike lane --> surface quality & cleanness of road. Westpark corridor is ideal for E-W connectivity.

Tecky S., resident

The Active Transportation Plan for the region's focus areas deserve the highest priority for immediate funding at a minimum of \$100M per TIP cycle. (Every 3 years)

Clark M., resident

**Thursday, February 7, 2019**

**Tomball City Hall**

**401 Market St., Tomball, Texas 77375**

1.) Need a central (single) phone number to report maintenance needs on area roadways. 2.) Need connector ramps between Hwy 249 and Grand Parkway. 3.) Please revisit road design at Hwy 249 and Beltway 8. Morning commute is terrible at that intersection.

Stephen W., resident

**Tuesday, February 12, 2019**

**Houston-Galveston Area Council Offices**

**3555 Timmons Lane, Houston, Texas 77027**

I met with H-GAC staff regarding the methodology used to rank TIP candidate projects. Seems to me given such a large city with a large footprint, we could better capture attributes of a candidate project better.

Ralph D., resident

We need to incorporate pollution reduction into our transportation planning. As of 2018, transportation has been largest source of CO2 pollution. We should encourage electrification, ridesharing, and any other means that reduce CO2. Please also endorse carbon fee & dividend legislation that is currently introduced in the US Congress.

Bruce M., resident

I would again would appreciate H-GAC's support for the much-needed mobility and safety access into Kingwood. It was not possible to further fix Kingwood during Harvey. Also, several times in the last 40 years Northpark Drive was impassable because of flooding at Bens Branch. Please provide federal funding assistance. To complete the portion of Northpark Drive from Russell Palmer road to Woodland Hills Dr. This is a critical access for 40,000 + residents. Thank you for your assistance.

Stan S., resident

Houston can be USA's best place to ride a bike. Topography and weather are perfect. Please increase the Active Transportation funding to design and implement more active transportation projects.

Clark M., resident

Please add CO2 to your list of pollutants that need to be accounted for. Please consider endorsing a carbon pricing policy to reduce greenhouse gas emissions.

Marie M., resident

I am interested in supporting north-south bicycle / pedestrian access to connect the height to areas south of white Oak Bayou, such as the proposed projects #266 and #267

Ron M., resident

We need hundreds move high speed (350kw) electric truck charges in our area to support electric trucks to reduce pollution. Please add these projects to the plan.

Sunrise Ridge Holding, President of Company

Thank you for giving me the opportunity to share comments. I am Norman Whitton, a member of the Citizens' Climate Lobby, a national organization with 100,000 members committed to dramatically reducing carbon dioxide emissions through a carbon dividend policy. I am a small business owner and have been a resident of Harris County for 30 years. Formerly, I worked in the oil industry. Carbon emissions are responsible for climate change, which will have an inexorable long-term devastating impact on Houston making Harvey look mild by comparison. The City of Houston targeted a zero carbon policy by 2050. Respected scientist in the Trump administration have suggested that we must cut CO2 emissions by 50% within 10 years to avoid the most damaging impacts of climate change. Unfortunately, transportation emissions are increasing rapidly. Houston area tailpipe emissions of carbon dioxide have increased 46% since 2005, as we have continued to support internal combustion vehicles with more and more highways. The HGAC 2045 Regional Transportation Plan continues this "more of the same" approach and will lock in increasing emissions for decades to come. The project selection criteria do not even include any assessment of carbon dioxide emission impacts – either from the concrete or the fuel used in the vehicles. I strongly suggest that HGAC reject this plan. Instead, the planners should be required to redo the process, include explicit consideration of carbon dioxide emissions, and add projects to dramatically reduce tailpipe CO2.

These could include:

- Building hundreds of high-speed 350kW electric vehicle charging stations.
- Provide medium speed 10kW charging for all apartments in the HGAC area.
- Endorsing the carbon divide policy now being debated in the US Congress.
- Encouraging electric vehicle adoption by free use of tollways and HOV lanes.
- Adding congestion and emissions tolls during peak times for polluting cars and trucks to encourage better use of our existing freeway systems and avoid building new systems.
- Requiring the Port of Houston to open its terminals to traffic at night and reroute highly polluting trucks out of our busiest travel times.
- Building extensive pathways for biking and human powered transport.
- Encouraging use of ride sharing services using electric vehicles by easy registration, improved access to Airports, and free tolls.
- Leasing space above the highway right of way for solar electricity generation.

Norman, W. resident

## Round 3 Public Meetings

Wednesday, April 24, 2019  
Houston-Galveston Area Council Offices  
3555 Timmons Lane, Houston, Texas 77027

Would like to see a plan more focused on public transit and less development of new freeways and toll roads. For far too long we have built a culture of depending on our vehicles.

Tanya M., resident

My concern as is so many of us living at Richmond, is the threat of rail. Is this still on going as a potential project? Please reply to my email.

A.B. K., resident

1. Can we get traffic light systems that don't fail after rain. 2. We need a system requiring adequate wide sidewalks when bridges are redone (Over Brays Bayou).

Suzanne S., resident

## RTP Public Comments Received via Email

All comments received an automated response unless a question / or request required a reply from a H-GAC staff member.

### **Automated response:**

*"Our sincere thanks for contacting the Houston-Galveston Area Council.*

*Your direct feedback goes a long way. Thank you for your involvement in the transportation planning process."*

*Kind regards,  
H-GAC Staff*

This city needs to look to the future when it comes to transportation planning. High-capacity, grade-separated transit is the region's most pressing need. METRO's service area should cover all the H-GAC counties, I'm fine with paying a one cent sales tax for bus service. Busses, BRT, Light Rail, Elevated Rail and Heavy Rail will all be needed for the population of Houston to double.

**Kyle B., resident**

The Houston Metro area needs to develop a bike superhighway program similar to the one that is currently being built to connect Dallas and Fort Worth. Connecting the Woodlands, Katy and Galveston with these corridors would help relieve a lot of traffic.

**Bill S., resident**

I am very very very very disappointed in HGAC. THE GULF FREEWAY I-45 will always be a mess until more roads are made from I-45 into Sagemont, Pearland, Friendswood, Alvin, Clear Lake, Houston part of Clear Lake, Webster, League City, Dickinson and other communities below The Sam Houston tollway. This is common sense. Just inside the Sam Houston Tollways there are many overpasses going into the nearby communities. Each of the exits - Broadway, Monroe, Edgebrook, Almeda Genoa, and Fuqua are just a mile or so apart. This gets people off the roads more quickly and creates more jobs and opportunities. After the Sam Houston Tollway, Roads are up to 5 miles apart. I have been frustrated about this since the seventies. Sometimes looking back how or predecessors developed Houston would help. They were smart enough to build more roads into the communities. The mess will always be there until these roads and overpasses are built. Many hundreds of thousands of people live close to I-45 south. Please follow our ancestors and build the infrastructure the we need South of Houston. I am from Galveston. It is time to build the bridge from the Causeway ton the west end part of Galveston. Because of inflation and other factors, Houstonians and surrounding communities' areas are coming to Galveston and 61st street is too small to come close to handling the traffic. If we get a hurricane, 61st and I-45 feeders flood like they did before Hurricane Harvey a day before it hit. I truly believe this could save may lives, especially if a higher road is built to connect the new bridge to the seawall does not flood until the hurricane starts hitting hart.

**Ken J., Resident**

1. To ensure the region's ongoing economic vitality and support anticipated population and employment growth it is critical that we invest in multi-modal transportation. It is critical that the 2045 RTP show an increased commitment to transit investments. 2. As a resident of the Houston-Galveston Area, I would like to see increased investment in public transit throughout the region, particularly in the form of Regional (bi-directional) Express Bus Service. I would like to see the Transportation Policy Council remove or revise prior guidance regarding percentage limits on the amount of flexible funding (CMAQ, STP, TASA) that transit may receive so that we may one day have meaningful multimodal options throughout the region. By severely limiting the use of flexible funding sources for transit, we fail to provide adequate multimodal transportation options to the seven million people currently dwelling in the region, let alone the 4 million people the region is expected to add by 2045.

Katrina B., resident

1. Land Fragmentation. Unfragmented and contiguous lands are critical to the wildlife populations that live on the Katy Prairie. Land fragmentation impacts not only farms and ranches, but also the many plants and animals that live on the prairie. Smaller degraded fragments do not support the diverse wildlife communities that flourish on larger undeveloped and undivided areas. Connections between habitat areas are also extremely important to maintaining healthy populations, and a thoroughfare across the preserve will disrupt those connections. KPC requests that the 2045 RTP show no new roads within or across the Katy Prairie Preserve. (2) Wildlife Disturbance. The Katy Prairie is in the Central Flyway, and the over 20,000 acres that KPC has protected on the Katy Prairie have been designated a Global Important Bird Area by National Audubon. Many birds and other prairie animals are sensitive to light, sound, and vibration and would be driven away by the construction and operation of any new roadway that cuts a new path through any of the preserve. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (3) Soundscape. Busy roadways create noise that seriously diminish this community asset for both people and wildlife. The Katy Prairie is a serene place where one can hear the calls of native birds and insects. The soundscape is a very important feature that KPC is trying to preserve. Quiet places are few and far between these days and keeping the Katy Prairie Preserve's soundscape quiet should have high importance when considering new infrastructure. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (4) Destruction of Habitat. The land on which the thoroughfare would be constructed provides extraordinary habitat, including prairies and wooded creeks, which would be both destroyed and greatly altered by a roadway and associated infrastructure. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (5) Quality of Life Impact. In addition to the benefits the Katy Prairie Preserve system provides to wildlife, the prairie also offers amazing benefits to the public by improving air and water quality, providing nearby agricultural products, and offering much needed recreational opportunities; all of which improve the quality of life for Houston-Galveston area. These benefits would be degraded by a new roadway impacting KPC's preserve system. Katy Prairie Conservancy requests that the 2045 RTP show no new roads across the Katy Prairie Preserve. (6) Katy Prairie Conservancy appreciates that HGAC is conducting an open process and taking into consideration the interests of multiple stakeholders. Thank you.

Elisa Donovan., resident

We should employ the use of the smaller buses like the one that used to come down Yorktown Street in Houston. Some areas could use smaller buses instead of the larger ones which take up two car spaces on the road. Unpopular routes should use the smaller buses while those used for

going up and down Westheimer are always full and need the larger buses. I could see more routes around town using the smaller buses as they also appear less intimidating for those who infrequently use the bus as they look more like vans.

P. Nesbit, resident

I was just invited to the meeting in Baytown - and I find out that there is a meeting in Houston at the Metro tonight - who ever did the planning for community outreach forgot to do their homework - I see that there are a couple of meetings that I could attend - however I was not notified until just now - please make sure that we have more community meeting to provide input thanks (I found it threw next door) ----- I keep hearing from the public twitter verse and facebook land that the goal is to use light rail - um - we have enough citizens and visitors in the region to actually have a subway - or heavy rail commuter rail system in the region - and finally get amtrak onboard with the multimodal station that has been proposed but never built due to whatever reason in the houston area. Let's work on getting a true multi-mode station like at the Miami airport – thanks

Carlo M., resident

There needs to be an investment in a commuter light rail. I moved from Utah in 2000, right after their first light rail line was completed, and before the Houston light rail began. The same arguments here were made there; the difference is Houston stopped short. The Utah light rail has become a major transportation modality that extends to the airport, the university, and to the south of the Salt Lake Valley. They even instituted a commuter rail that extends along the entire Wasatch Front. In Houston, we can go from the Astrodome to downtown Houston. We are the largest US city without a major mass transit solution. Instead d we widen highways and add toll-lanes. Is congestion less on I-10? Consider light rail lines going into the major suburban areas (Sugarland, Pearland, Clearlake, Katy). The restrictive HOV lanes of the I-45 and I-59 could easily because two rails for northbound/southbound lanes of rail. I ride the rail everyday (after a bus ride because there are no rails beyond the 610). It is packed. People use it; people will use it and abandon their cars that contribute to the unnecessary congestion plaguing Houston.

John B., resident

My concern if that the study doesn't go any further North. I-45 going into Walker County is crazy. They are widening it but there are housing areas just breaking ground in several places that will highly impact the area.

Rochelle A., resident

Hello, when considering your plan, I would like you to consider some of the following suggestions: 1. Connect METRO Rail to both airports. 2. Make it easy to go from Texas Central High-Speed Rail to METRO Rail & METRO Bus or Uber/Lyft connections. 3. Similarly, better integrate Amtrack into the local transportation network so it is easy to connect to METRO. 4. Require new developments to provide their own off-street parking. 5. If a high-rise is being built in an area where the road system is not designed for high rises, negotiate with the landowner for part of the land next to the street so a lane can be added. This lane can be used for right turns, and if the whole block gets converted to high rises, you have a new thru lane. 6. Enhance parking regulations to make it easier for Uber, Lyft, UberEATS, GrubHub, Pizza Delivery and other similar services to operate. 7. Consider using more yield signs where appropriate to keep traffic moving, instead of using stop signs where there doesn't really need to be a stop sign. 8. Increase the use of the flashing yellow (left turn yield) signals to increase traffic flow. 9. Increase the use of right turn signals to keep right turn traffic moving when right turns are protected. 10.



Connect the Hardy Toll Road to Downtown but do it in such a way that it distributes traffic to multiple downtown streets instead of dumping it all at one place. Also, connect it to the freeways. 11. Better integration of bike trails and lanes with METRO, METRORail, Texas Central and Amtrack. Utilize bike rental services to allow people to rent a bike at one location, bike to mass transit or regional transit, and turn in the bike there, or vice versa. 12. Start using purple guide signs for exits and ramps and tollways that directly lead to a road that requires an EZ Tag or TXTag. Use green guide signs if the exit or ramp leads to a tollway that uses EZ Tag, but also leads to a road that is free. Current signage is confusing since a sign may say EZ Tag ONLY but actually is a free feeder road that also leads to some other free road. Color coding the signs will also assist people who don't speak English. 13. Properly label highway signs with the route number. For example, HCTRA still has not added the FM 1093 placard to the Westheimer Rd guide sign. Many mapping apps say the route number, and not having it on the signs can confuse drivers. 14. Explain to Google how freeway and service road naming works. And explain to them what a Texas U-Turn is (under a freeway overpass) so they can properly label them in Google Maps. Also, explain to Google that some roads have multiple names. For example, the North Freeway is also I-45 and is also Interstate 45, and drivers should not have to guess which one Google thinks it is. 15. Prohibit communities from illegally reducing the speed to 20 mph on a major thoroughfare. If the road is 4 lanes with a median, it should not be 20 mph. This is actually illegal under state law. Don't let them do it. 16. Build bridges between Montgomery County and Harris County so there is no bottleneck at I-45. For example, Aldine Westfield could be connected with Aldine Westfield, Hardy Rd could be connected with Hardy Rd, Holzworth Rd could be connected to Sawmill Rd., Birnamwood Blvd could be connected to Birnam Wood Blvd., etc. If the rich people get panicky, you could make the bridges EZ Tag only toll bridges that take a picture of every car crossing into the Woodlands. It'll help pay for the bridges, and the rich people will feel more secure. I know that was a lot, but I hope you consider some of the suggestions. Thank you for your time.

Scott S., resident

We are landowners in Waller County, on the Katy Prairie. It is critical that expansion of transportation corridors not fragment the Katy Prairie Conservancy's (KPC's) preserve system. Maintaining contiguous habitat and connectivity is critical to preserve a high-quality functional portion of this biologically diverse system that KPC has worked so hard and diligently for over 25 years to create and maintain.

Robert and Margaret H., resident

\*\*\*1. Improve & extend mass transit options, both the light rail network and bus transit, particularly a high capacity transit line that connects the current light rail network to points west. Improve bus service by giving buses better priority in general traffic, dedicated bus lanes and increased frequency on primary routes. Improve & expand bicycle infrastructure to give more people safer and more accessible routes. The region needs to address carbon emissions in planning future infrastructure and develop carbon dioxide reduction strategies. Mega freeways, and highway infrastructure in general, create extensive paved surfaces that greatly exacerbate rainfall run off and subsequent flooding. Transit, both bus and rail, can move more people with a much smaller footprint. Expanded use of transit, bike, and pedestrian infrastructure means planning for people, which leads to more human scaled communities, and improved health benefits. In recent years a number of U.S. cities have adopted ambitious transit expansion plans, notably Denver, Los Angeles, and Seattle. Both Los Angeles and Seattle voted to approve new transportation plans in November 2016. These are plans that significantly expand transit options with the goals of reducing carbon emissions, improving general mobility, accommodating

increased population growth in urban centers, and improving general quality of life. \*\*\*2. How does HGAC arrive at their 'estimated' population and transit requirements for 2045? How do we get a plan that is NOT in lock-step with the pave-every-square-foot with concrete crowd at the Texas Department of Transportation? The repeated failure of TDOT to stay ahead of the Houston area traffic problem shows that paving all of Harris and surrounding counties is a doomed strategy.

Lee R., resident

I would like to make a comment in strong support of an extensive MaX Lane network in the long-range plan, as described in the report here: <http://opportunityurbanism.org/2017/05/max-lanes-next-generation-strategy-affordable-proximity/> Please print and include the report in the official comment record. Thank you.

Tory G., resident

I'd like to live in a place where I can bike or walk, alone or with my children, and not feel like our lives are in danger due to drivers who are distracted or impaired, and due to cars-first infrastructure with a plentitude of roads that are impractical to walk along or cross because the road is more like a freeway than a street, requiring Frogger-like skill to maneuver against turning signals, right turns, curb cuts, and more, and which encourages speeding down even local streets. I'd love to be able to hop on a bus or train easy-peasy, without waiting forever, without getting splashed by cars when it rains, w without watching a crowd rolling blunts with Swisher Sweets under the shelter while I stand in the sun. I'd love to be able to walk down a sidewalk without tripping or going around piles of trash and incorrectly parked cars and overgrown landscaping. I'd love to be able to use bike lanes that are not glorified gutters or parking spaces, and that are protected by wayward cars and away from curb cuts so frequent that I have to judge that it's safer to mingle at 22 mph with 35+ mph auto traffic in their lane. (Except I am never letting my children do this.) I'd love to be able to have an infrastructure so safe for pedestrians and cyclists that I can walk or bike anywhere at any time, without dressing like a Christmas tree clown. I'd like to see us imagining parking--not just less of it, but more multimodal: I wish we could walk to the grocery to get a bottle of Cholula or a head of lettuce without having to dodge acres of cars. I'd also like to see business development and the local economy as part of the way we envision infrastructure and mobility: the presence of smaller, more frequent shops to get the things we need day to day vs. visiting megastores in mega shopping centers just for a gallon of milk or dinner to go.

Joyce A., resident

My reference for where the HGAC Region should be heading is the Dallas / Fort Worth area, the North Texas Council of Governments. I am in the oil industry, and I make business trips to Dallas / Fort Worth, and the way I move around in that region is materially different from how I forced to transport myself at home. I make extensive use of DART light rail. I go from Downtown Dallas to Irving to Plano. I can access DART from either Love Field or DFW Airport. It's pretty phenomenal, actually, and it saves my employer a ton of money on every business trip, and this money drops to the bottom line as profit. When I go up there and use their system, I almost become depressed, because HGAC is 20 years behind them. I plan to retire in 8 years, I don't really think much is going to be done here in the next 8 years. Things just don't move that quickly. I am considering relocating to the DFW Area for retirement, because for elderly persons who can't drive anymore, Houston is a really cruel place. I am very disappointed in how the Counties are not taking bicycle and pedestrian matters seriously at all, though the City of

Houston, Sugar Land, and The Woodlands are. If you live in an Unincorporated Harris County, you are pretty much out of luck if you want to utilize biking and walking as part of your daily routine. Harris County only does cars. Again, that's pretty depressing in light of what the North Texas Council of Governments has been able to do. I have been faithfully going to community meetings for a decade, but I'm just about meeting'd out. I think what will happen is that an entire older generation of conservative political leaders, County Judges and County Commissioners be swept out of office by demographic shifts to younger more progressive electorate who are not anchored in "Exxon Happy Motoring 1960s" ideas. Then we will see some change, but I'll be retired. This will be the project for the next generation. As far as I'm concerned, an entire generation of opportunities has been lost at HGAC. I came here in late 1984, and I see the same modus operandi at work 34 years later. HGAC going nowhere fast, except METRO and the City of Houston have done what they could. I see balkanization, political posturing, and a total waste of time. If I could claw the money back from an entire generation of politicians, planners, and consultants who have not made any policy or plans, I would gladly do so, and return the money to the people.

Peter W., resident

**Reply:** My sincere thanks for contacting the Houston-Galveston Area Council. I read your comment and wanted to send a personal response to thank you for your feedback. You offer great thoughts. We'll certainly note your comment and discuss at upcoming public meetings regarding our 2045 Regional Transportation Plan. While I know you are "meeting'd out," we would love for you to attend one of our remaining meetings. Your direct feedback goes a long way. Please find a list of remaining public meetings attached. There's also going to be one in Baytown, at the Baytown Community Center, on May 1, 2018 from 6:00pm – 8:00pm.

In preparation for the 2045RTP have you held planning meetings for elected officials and/or representatives to attend? If so, when were those meetings, who attended and are minutes available for request?

Jean T., resident

**Reply:** "Our sincere thanks for contacting the Houston-Galveston Area Council. We have not held meetings specifically for elected officials, however there are elected officials and representatives who sit on our Transportation Policy Council and Technical Advisory Committee. Please find information about both at the following links: <http://www.hgac.com/taq/transportation-committees/TPC/default.aspx> (TPC) - <http://www.hgac.com/taq/transportation-committees/TAC/default.aspx> (TAC) We hope to see you at an upcoming meeting!"

Please send me your information packet. And information on how I can get involved.

Connie S., resident

**Reply:** Good afternoon, I can certainly send you information about the 2045 Regional Transportation Plan! We have been mailing hard-copy information packets to interested individuals. Would you mind sending me a mailing address? I'll be sure to get that information sent out directly. Website: [www.2045rtp.com](http://www.2045rtp.com). In the meantime, I'm attaching information for your convenience and review.

Improved safety and more infrastructure for cycling. Particularly dangerous for cyclists is crossing the 610-loop. Usually, only large, 4-lane streets (Richmond, Westheimer, etc.) cross the highway, which makes for a congested dangerous intersection for cyclists.

Yuri M., resident

Lester M., who lives on FM-1462 in Brazoria county, believes that 1462 could be used as an additional evacuation route for Brazoria and Galveston Counties. We should open a route from 1462 turning northwest on Day Rd. We should extend Day Rd. across ranch and dump land and tie it in to Texas 361 and on to Spur 10. Spur 10 now ties in to US 90 and state highway 36 and points north and west. This should be done now to relieve evacuation traffic and enhance the 2045 RTP. I agree. Thank you for any consideration.

John H., resident

I support extension of the light rail system from its terminus south of IH 610 and Fannin to Lower Kirby in Pearland. I support public bus transportation in the city of Pearland. I also support a referendum in the city of Pearland to join the Houston Metropolitan Transit Authority tax district. I support all transit options that will reduce vehicular traffic and the air pollution it generates.

John (Johnny) G., resident

We need light rail or metro service into medical center from Pearland. Not just accessible from 288 & 518 area.

Lisa B., resident

These maps from Fact Sheet No. 1 are at best not helpful in that the urban cutoff - over 5,000 - is too low. High quality urban transit requires population densities of around 20,000 people per square mile and up, very efficient bus service can be delivered to neighborhoods above 10,000 people per square miles. These maps do not reveal where those places are. The map at right does reveal those places. It should be the first map to be studied when doing regional transit planning, but it is not a map the committee members have seen yet, to my knowledge. Connecting those places together would give millions of people access to high-quality transit hubs, around which businesses and communities of all kinds would continue to evolve. This image from "Fact Sheet No. 2 makes an assumption - that we will continue to drive and own cars at the current rate - that is being widely challenged as the concept of "mobility as a service" moves forward. The world's top think tanks forecast a significant decline in the number of cars on the road, not an increase. These documents should not be called "Fact Sheets" but "Forecasts based on the past." We are on the cusp of many enormous disruptions in the way people live and the way people get around, and these two forecasts, which are all the public is seeing so far, are just one way of looking at the future. That is a way that seems increasingly unlikely to be true, so where is the other scenario, the one the world's thinkers are putting forward in dozens of other communities?

David C., resident

I would like safe bike routes. The striped bike lanes on streets is not safe. I could ride a bike to work, stores, movies, and other places, but cannot due to no safe bike infrastructure. Please fix this.

Rohini B., resident

For the League City park-ride service, many people need to take off at Harbor & 9th, even if bus stop 20 seconds and bus should stop for a traffic light. could you restore the bus stop at Harbor & 9th? thanks. ---UTMB a employee

Li C., resident

We need traffic safety cameras throughout the region. Vehicles traveling at excessive speeds and failing to comply with stop signs and signals is a threat to everyone using the roadways.

Nancy S., resident

I am glad to see more cyclists on the road, which means the risk of cardiac disease and the greenhouse emissions are both reduced. However, the risk of dying under the wheels of a pick-up truck increases, washing out the benefits. The bikeways map of Houston shown many routes that are normal roads, and some other high traffic roads which have a designated bicycle lane. Unfortunately, the latter are not maintained, and the marking lines disappear in many occasions, or the cyclist just have to get on the main lanes because of debris or pot holes. Authorities should think about a trade-off in budget allocations, taking some from the health budget (trust a lot is used in taking care of obesity and cardiac disease) and spend more in cycle ways, to stimulate Houstonians to exercise more and take care of the environment. How can I contribute with ideas to make Houston a more "cyclable" place?

Jairo V., resident

**Reply:** Our sincere thanks for contacting the Houston-Galveston Area Council. You offer some great thoughts. We'll certainly note your comment and discuss at upcoming public meetings regarding our 2045 Regional Transportation Plan. We would love for you to attend one (or more) of our upcoming Public Meetings. Your direct feedback goes a long way. Hope to see you there!

Add two-way, fast train from Galveston to Houston (with stops at Hobby and Ellington field). The track should continue all the way to high speed rail terminal for connections to Dallas/Austin. Start buying the land now.

Clinton Chapman

There needs to be a direct bus to the Texas Medical Center for the people who live off of Highway 290.

Laurie C., resident

Instead of continually widening freeways, what about investing in a rail plan. There's a railway along 290 that could be expanded to a commuter railway into downtown if Metro would just let it. 7 day a week transportation into downtown for arts and sports events rather than having to drive in on the weekends and park. The in-town trains are fine, but those of us that live in the suburbs still have to drive to get to them. Houston, as a good deal of America, is so far behind other countries with transportation. We've traveled through Europe and Japan using only trains and buses. Once the infrastructure is there, it's cheaper, safer, less stressful and more reliable.

Phyllis C., resident

I would love to see more transportation connections in Brazoria County into Houston and to the medical center and to the University of Houston. I would prefer to take public transportation instead of fighting the ever-growing rush hour traffic jams on the 288 Freeway. I understand that growth is being addressed along that corridor, but the additional option to easily access some

kind of public transportation from Angleton or even further south along 288 would be wonderful!

Laurie A., resident

A reliable transportation system that covers the entire city of Houston, and adjacent cities as Katy. Transportation from Katy that can take you to US59 and US45 from Katy. The transportation system in place from Katy take riders to just downtown and the 610 Freeway.

Virginia B., resident

Put the rail down the middle of the freeways and HOVs that touch the center of the city; the City should better time lights downtown.

Anonymous, resident

I would like to see a park-and-ride lot at Highway 249 and Louetta Road. I live in Klein and would have to drive several miles to get to a park-and-ride to get to my job in downtown Houston. I didn't see any public meetings scheduled for my area.

Roxanne R., resident

Fast commuter rail to Bush Intercontinental Airport is my highest priority.

Ray L., resident

I live in Clear lake and work in Galveston. but there is no more any public transportation between Galveston to Clear lake from 3/1/18. many people complain. Please restore the public bus for peoples? thanks.

Li C., resident

Committee members that are involved in the project selection process should be motivated by concerns for the region as a whole instead of partisan advocacy.

Jim D., resident

I find it ridiculous that we are talking about transportation 47 years from now. I've lived in the Houston area for 45 years. We have always been 10 years behind the growth and at a minimum of 1 lane short of what's needed. Sometimes 2 lane short. Mobility should be called Stopability in this region. Twenty years ago I could be downtown at work in less than 20 minutes. In 2017 my commute was taking close to 45 minutes. Why do we only have freeways that go downtown? The side roads are never provided to transplants or new commuters.

Sherry M., resident

It is crucial that we do more to ameliorate the traffic problems in the city of Houston. I have the following suggestions: Improve & extend mass transit options, both the light rail network and bus transit, particularly a high capacity transit line that connects the current light rail network to points west. Improve bus service by giving buses better priority in general traffic, dedicated bus lanes and increased frequency on primary routes. Improve & expand bicycle infrastructure to give more people safer and more accessible routes.

Anonymous, resident

I would like to see: More light rail lines; bus rapid transit; better priority for buses in general traffic; better bike infrastructure. PLEASE: NO MORE MEGA FREEWAYS!! I detest mega freeways - they are unpleasant to drive on, too many big trucks, and we pave over way too much land.

Many of our regional environmental problems are tied to too much pavement and over reliance on auto travel. Climate change is real, let's address that with better mass transit and non-carbon producing options. Let's get with electric buses rather than fossil fuel based. McAllen TX has purchased some electric buses, when will this region catch up?

Frank B., resident

Hello, I would like to get involved in the HGAC RTP. Specifically, I would like to offer representation for northeast Harris County. I would like to discuss and advocate for building of East Lake Houston Parkway in the HGAC RTP. I look forward to working with you in the future.

Frank B., resident

**Reply:** Our sincere thanks for contacting the Houston-Galveston Area Council. We certainly welcome you to participate in one (or more) of our upcoming Public Meetings regarding the 2045 Regional Transportation Plan. Your direct feedback goes a long way. Please find a list of meeting dates/locations attached with this email. Perhaps the March 29th or April 5th meeting might work? Hope to see you there!

Is there a board of directors for the 2045RTP?

Roger L., resident

**Reply:** Our sincere thanks for contacting the Houston-Galveston Area Council. While we do not have a Board of Directors for the 2045 RTP, we work closely with our Technical Committees to develop the plan, and the Technical Advisory Committee (TAC) ultimately recommends the draft plan to be adopted by the Transportation Policy Council (TPC). TAC Information: <http://www.h-gac.com/taq/transportation-committees/TAC/default.aspx>. TPC Information: <http://www.h-gac.com/taq/transportation-committees/TPC/default.aspx>. We would love for you to attend upcoming public meetings. We'll communicate dates, locations and times in the coming weeks.

If we want to make Houston and surrounding areas better we have to make them more transit friendly, so we can have more buses, light rails, bike lines and commuter trains. We have the money we just need get the republicans out of the way who hate public transportation.

Emran I., resident

I love Houston very much, and I want it to be position in the top economies in the US for the upcoming years. It is no secret that a good public transportation is ideal to make this happen. It is no secret that Amazons 2nd HQ most likely won't be locating here in Houston because they are no interested in building 50k parking spots. It is also no surprise that one of the reasons Houston got flooded last summer "Harvey" because Houston is a big cement plate. Building and building freeways are not the answer to the traffic problems. The math does not add up, traffic is already bad right now, by building more freeways won't catch up the number of drivers on the street. If building big highways is the answer we should be already building second-floor highways no new lanes. However, I believe that a better public transportation could drastically reduce our traffic issues. One city I would like to compare with is Dubai, Dubai has a good and affordable public transportation as well as good infrastructure for cars. Many people complain that Houston's weather is not ideal to walk and take buses or trains, but Dubai's weather is more drastic. I don't want to compare Houston to European cities like Copenhagen or Amsterdam because since cities are more concentrated (not as Houston) it is easier to ride a bike or walk but it is possible. Again, I would like to compare Houston with Dubai. We need to start changing the way the city is



growing, that model of huge shopping malls and lots of parking spaces its not realistic and efficient for a city that would double it size in 25 years. We need to start thinking in projects that would be easier to adapt to a public transportation system. Houston is so inconvenient even for travelers to move around, I can't believe there is no subway or train from the airport to the big concentrations of people like the woodlands, Houston downtown, Katy, etc. I can see the city is spending lots of money building new roads, wider and bigger everywhere in the city, when they should be investing in better buses, better routes, subway, new train lines, etc. Another example is the last parade of the Astros, it put in evidence the terrible public transportation system we have. If we are selling Houston as one of the top cities, we need to have the top cities facilities and services.

**Santiago N., resident**

The future of commuting is in the skies. So that our large and important area does not get behind, ( Dallas/Ft. Worth and Los Angeles are the 1st cities in line for Uber's airtaxi service , ( <https://www.reuters.com/article/us-portugal-websummit-uber/uber-in-deal-with-nasa-to-build-flying-taxi-air-control-software-idUSKBN1D81AE> ) Chief Product Officer Jeff Holden also said Uber would begin testing proposed four-passenger, 200-miles-per-hour (322-km-per-hour) flying taxi services across Los Angeles in 2020, its second planned test market after Dallas/Fort Worth. And even more important Boeing Aircraft, (<http://goflyprize.com/about/>) said, (Now is the time for a personal flying vehicle) and has started a campaign of \$2 million to start the interest. The area of 2045RTP should make a priority of working with NASA and Boeing to develop routes, landing and takeoff areas and transportation rules and safety protocol // ASAP! I am sure that this organization wants to keep Houston at the top of the list of modern metropolitan areas. This is coming very fast. Thank you.

**Charles W., resident**

I would like to request a presentation or briefing on the 2045 Regional Transportation Plan for the Hobby Area Management District. Please contact me to discuss potential dates and times.

**Toby S., resident**

**Reply:** Our sincere thanks for contacting the Houston-Galveston Area Council. We will certainly send you an information kit by mail. We would also love to engage the Hobby Area Management District in conversation about the 2045 RTP. We're currently scheduling presentations and discussions for February/March. Might there be a particular week you would like to meet? If not, I propose the week of February 19th.

I support the Sustainability Program at the Johnson Space Center and we are interested to learn more about the RTP. Please contact me if you have the availability in the coming year to present to JSC employees.

**Stacy S., resident**

**Reply:** Our sincere thanks for contacting the Houston-Galveston Area Council. We would love to engage JSC employees in conversation about the 2045 RTP. We're currently scheduling presentations and discussions for February/March. Might there be a particular week your team would like to meet? We would also love for you to attend upcoming public meetings. We'll communicate dates, locations and times in the coming weeks.

Please provide a better alternative for those of us that live the Katy area to the Galleria area or Greenway Plaza via a subway system or train or commuter bus. The roads in the Galleria side



streets are so torn up or have pot holes and sloppy repairs on the street that it tears up all kinds of vehicles driving down them.

Sara P., resident

What about intercity rail? Houston now has only a triweekly Amtrak train on the Sunset Line from New Orleans to Los Angeles. Houston has no direct train connection with Chicago. We will be connected to Dallas via the privately funded Texas Central; even with that it's essential that local transit interface smoothly (e.g., timely connections) and thoroughly (e.g., seamless connection with the CBD) with TCR's planned terminus somewhere in vicinity of NW Mall. - - - - Being forwarded are comments I submitted via link in the notice, after being appalled that "intercity bus" was mentioned but not "intercity rail". Possibly, however, ""intercity bus"" in this context refers to a commuter bus from, say, Sugar Land into Houston itself. Please clarify this for me, because if H-GAC is concerned about passenger buses to cities such as San Antonio, it also should be concerned about passenger trains as an even better means of removing private automobiles from the Houston area's clogged freeways.

Irv S., resident

**Reply:** The 2045 RTP will address transportation issues (e.g. congestion, safety) within the Houston - Galveston Area and recommend possible solutions to address those issues. Possible solutions may include strategies that will address all modes of transportation including bus and rail transit within our region. Hope this answers your inquiry. Please feel free to contact us if you have further questions.

HGAC investment matrix: the first box in the Ped/Bike row (Manage) should read "pedestrian and bicycle safety treatments." the third box in that row (Expand) should include a bullet point that says: "improve intersections of street grid and highways where pedestrians and cyclists must cross highway feeder roads, underpasses and bridges."

John L., Bike Houston

I propose the following transportation options to be considered. \* Rail line expansion \* Autonomous car sharing (private or public) \* Denser and faster bus network \* Protected bike lanes \* Electric vehicle charging stations \* Public park, ride and bike commuting \* More aggressive vanpooling with larger incentives

Andreas M., resident

More light rail and where possible heavy rail is needed. In particular rail access to both airports (IAH, HOU) is essential. I have heard many people who visit from out of town how bad the access is to the airport. Where possible it would be best to either bury (likely not an option) or elevate trains to move them off of the roadway. This will reduce the complaints by drivers and increase the speed and efficiency of the train. The region has to move away from low occupancy vehicular travel.

Andrew G., resident

Bicycle lanes need to be protected. Drivers in Houston just aren't used to seeing bicyclists on the road and the only way to make sure they're safe is to create dedicated, separated lanes. Also, public transportation is really lacking here. There is still a stigma about riding the bus, so the rail system needs to extend to every corner of our spread-out city. This way commuters could easily get to work and reduce traffic. I've noticed that certain detractors with deep pockets are stymying this process, that is unacceptable. With adequate public transportation we wouldn't be spending

millions to try to improve the traffic conditions. These large-scale projects are a waste of time and city resources. We should be fixing the roads we have, not moving them or building new. A study of street lighting should be conducted sometime soon. When I come home at night there are fairly major streets that are pitch black. Pedestrian crosswalks should be added along Washington for all the pedestrians there. Also, walking is a necessity to people in certain areas of our community. Great steps need to be taken to ensure that they can safely make it to and from work. I've experienced this first hand while studying neighborhood deficiencies while in college. These neighborhoods are typically less economically prominent and more diverse. Their voices may be equally loud but are not necessarily backed by any kind of neighborhood generated capital. They seem to fall through the cracks quite often.

Cynthia Helms

Hi there -- I'd like to see more public transit that is REASONABLE. Yes, I've already researched what Metro transit we do have. And yes, technically, I could use the bus. However, for me to go 11 miles -- yep, eleven, like the Stranger Things character; not too big or too much -- it would take me over 2+ hours. HOURS. I honestly think this is y'all's answer as to why more people don't use public transit in Houston. It's because it doesn't make sense. Right now, I can drive it in 30-45 mins. And while that's nowhere near ideal, it's better than 2 hours. But I would love to see real public transit changes. I realize we can't have subways (because, flooding), but what about elevated trains? Why not pull a page from Chicago's book? Something has got to give. This city is only going to get bigger by the minute, and it's not going to be sustainable. -- From someone who commutes past the 610 and I-69 interchange every day and is wincing at when you guys finally start that construction.

Elise B., resident

Houston needs less roads and a whole lot more pedestrian & bike paths; that will significantly change the quality of air, sound pollution, number of accidents, traffic delays - and hence quality of life. It will make people want to live in this city, instead of treating it as a transitory stop in their professional journey.

Kapil U., resident

It's about time. Houston has been choked by obnoxious automobile emissions and long travel times for too long. Please focus transportation plans on NON-Petroleum based trains, buses and cars. All electric is my preference, but hybrid is an acceptable short-term alternate. Autonomous battery powered small buses with automatic charging is a credible direction for on road transportation. It is too soon to give up roads for rails for remote extensions. 20-40 passenger vehicles would provide capability for peak service and allow time for maintenance off peak hours for maximum up time. Thank you for the opportunity to speak about this subject.

Claude F., resident

My advice and opinion would be to take notes from cities like New York, CHICAGO, and Boston. Great public transportation systems are so helpful, and necessary in cities as big as Houston. Texas in general is behind the times on great transportation systems, but it still should be an achievable goal. Adding more concrete/road lanes shouldn't be the answer for the next 30 plus years. Alternate modes of transportation can play a key factor in those "Overall Quality of Life" city rankings. Sitting in a car going 2 miles per hour on every single highway in Houston does not make this a desirable place to live.

Maggie M., resident

Plan a commuter rail from Galveston to Downtown Houston!

Ronak D., resident

Please consider investing in high speed trains from Sugarland and Katy to NRG and downtown. To take care of the crazy commute of 1.5 hours each way with carbon emissions.

Fatima H., resident

One way to make transit safer and less car dependent is to utilize the bayous to make independent bike/walking paths through areas of the city. Specifically, there should be walking/bike paths from Bayou Park to the Galleria along Buffalo Bayou. This is a no-brainer. Right now, bikers and runners/walkers squeeze by on one narrow sidewalk from Bayou Park all the way to Memorial Park. Meanwhile, Buffalo Bayou runs parallel to this area, but no one can access Buffalo Bayou, and everyone is forced onto this one narrow sidewalk. This is a very heavily populated and wealthy area of the city. No excuse for keeping everyone on this narrow path, dodging each other while cars are speeding by merely feet away.

Curtis W., resident

Houston must do what it should have done 20 years ago, build a commuter rail system that links satellite communities to the CBD and transit centers with good connections to other major activity centers such as Uptown. Taking the MKT ROW to expand I-10 was a huge mistake. With a commuter rail system, we can add capacity indefinitely as the population grows. The system needs to serve the following corridors: 90A/Ft. Bend Co., Clear Lake City/Galveston, Kingwood/Cleveland, Woodlands/Conroe, Cypress/Hempstead and Katy/Brookshire. We don't have to reinvent the wheel. Just duplicate the Frankfurt, Germany S-Bahn system. Glad to hear we're looking at 2045 as the horizon year for the RTP. A long-term vision is desperately needed. RCL. Ref. My previous comments. I neglected to mention that the No. 1 priority for commuter rail and the 2045 RTP - a central transportation center and airline terminal at Hardy Yard with high speed intercity rail, light rail, bus and commuter rail serving the satellite communities and IAH. Again, Frankfurt and other cities in Europe and Japan provide perfect examples. We're adding thousands of vehicles every month. We can't continue to rely on 1970s solutions - freeways - to handle our transportation needs. We need a modern transportation system employing proven rail technology. Our ability to attract new companies and continue to grow depends on it. RCL

Ray L., resident

I believe there should be a bigger push to expand the light rail across the city. The highways are extremely backed up and even with a couple of people out of the thousand choosing to take the rail, this gets multiple cars off the highway. For example, the streets that run parallel with the medical center to downtown are always relatively moving with less traffic. However, most of the rail's expansion is on the east side and north side of town, when a huge portion of the population of the city lives on the west side where there have been no moves to expand the rail to the more

dense communities such as the Galleria area, Gulfton, or even to Montrose! The rail has proven to be the most efficient method to alleviate traffic!

Ahmad L., resident

I believe that we should make driving unattractive and make other modes of transportation, such as, cycling walking, and the use of public transport. This will benefit the economy, the health of the public, and the personality of our metro area. It'll benefit the local economy by having the ability to walk or cycle to a business, and make more frequent stops, instead of passing all the businesses and going to find a parking space. This helps small businesses be more competitive than chains. For example, the Brazos Town Center, in Rosenberg, comprises of stores that are all or mainly chains and has a whole bunch of unnecessary parking for cars which promotes car use. Instead, this problem could be solved by building pedestrianized shopping streets which will have an equal opportunity for small and chain businesses and demote the use of cars. For example, Time Square in NY used to be a headache for everyone in the area, but now, it is a people's place. Another benefit of building for people and not cars is that the population is healthier. Right now, America is going through an obesity crisis that is quite frightening. Making car use unattractive will encourage people to walk or cycle. But people will complain that they don't have time to do those activities because they have to go to work. That won't be a problem if those activities aren't considered recreational. The world should be like the Netherlands. They go pretty much everywhere on bike. Cycling has a modal share of 27% of all trips (urban and rural).in cities, it's much higher. The town Zwolle has a bike modal share of 47%. This makes the country very healthy and the tallest people in the world. Plus, the use is so high that they even have bike traffic jams. The Dutch are taught to ride a bike from a young age, usually around 3. Their kids go to and from school on bike daily. When they are in their last year of Primary School, they have to take an exam of riding a bike because now, they have to go to and from school by bike by themselves. This influences them to bike at a young age and continue biking for the rest of their lives. For more information, check out this YouTube channel, Bicycle Dutch. If we have people live close to their work, the slower speed of riding a bike won't matter. Air pollution wouldn't be a problem either, but you might suggest that electric cars would be the cure. But, it is still a car, a parking space for a car takes up so much space that it can even hold 10 bikes comfortably and as a person that is sitting in a car, you're not doing any physical work. I can say a whole bunch more, but I'm pretty sure that this is already too long. Now when it comes to the personality of a metro area, what looks more visually appealing, American or European cities? I say European cities since they were built before the era of the car, they tend to be built on a more human scale and show a lot more life in them. As opposed to the majority of American cities where everything is car centric. Tell me what looks better, a city that is car or human centric. You most likely chose human because you are able to see life instead of inhumane cars.

Alexsovan H., resident

Please work to get rid of the pay toll booths on the West Sam Houston toll-road. They need to update to the 21st century and use photographic toll booths in lieu of the stop-and-pay lanes (like what was done on the Hardy Toll Road). The traffic every morning is awful for those travelling the

West Sam because it always bogs down at the 290 exchange and the I-10 exchange because of the commuters stopping to pay the old-fashioned way. Also- there needs to be a direct ramp from 249 to the Grand Parkway in both directions. Thousands of cars each day have to exit and waste 10 minutes at the lights.

Steve M., resident

I live in Galveston and would like regular, reliable public transportation to Baybrook Mall, Hobby Airport, downtown Houston and the Galleria. What about scheduled trips to sports events? Museum exhibitions? Find a way to get us to Houston safely and we'll come. How about supplying regular weekend transportation to Galveston for Houston families?

Nancy S., resident

I'd like to see less focus on an ever-expanding road network and more focus on maintaining what we have and improving our options for alternate forms of transportation. A future that includes autonomous vehicle technology has a real possibility of rendering improvements designed to increase capacity obsolete. Because of this, I think that we should be hesitant to invest in large-scale enhancements to the existing system. Additionally, to stay competitive with other U.S. cities, I think the Houston region is really going to need to focus on providing better quality of life. That means creating vibrant public spaces, offering a broader range of transportation options (so we aren't so darn car-dependent), making streets safer and our communities more walkable and interesting. Not an easy task, I'm sure, but we need to start somewhere.

Theresa C., resident

My commute is from Katy into the Memorial City area on a daily basis. I am not going to ride a bicycle and there is not a single stop bus or light rail that I can take. I visit Portland Oregon often and for the most part their light rail cars run nearly empty which in my opinion, has proven them to be a huge waste of money as well as they are along existing freeways. Portland should remove them and widen their Interstate Highways rather than further invest in light rail. High speed commuter rail (not light rail) is the only option that I would consider using if it ever became available. I am not willing to give up my vehicle in order to stop every mile or so while riding light rail.

James M., resident

Houston cannot keep up with growth on the road we're currently on- no pun intended. We need big people-movers. Rail that goes to the population and business centers from the suburbs. Connections to the airports. Houston cannot be seen as a world city until we give options that allow people to get from the airports to downtown and back. If you had rail from Kingwood and The Woodlands to downtown via IAH, people would take it. If you had rail from Katy to downtown, with a stop in the Energy Corridor, at the loop to link with the TCR train, and a connection to the Galleria for people to take, it would work. Get people riding the rail from Sugar Land and Pearland to the Med Center. Get people in Clear Lake to downtown via Hobby.

These arteries get people off the freeways and give us opportunities to grow that don't involve bulldozing hundreds of houses.

Robert B., resident

Please, please, please, open a Park and Ride in Liberty County. Traffic into Houston is steadily increasing, even before the Grand Parkway expansion is completed. Once it is completed, though, our little two-lane Highway 90 won't be able to handle all the traffic.

Charles G., resident

Transit hubs are a very important component of an effective transit network. Local bus, light rail & BRT bus routes allow riders to make connections for many destinations. Some of the most important transit centers are the Downtown TC, Texas Medical Center TC, Northwest TC, Eastwood TC, Southeast TC, North Shepherd P&R, Northline TC, Hempstead TC, and 5th Ward/Denver Harbor TC.

1. BRT/express bus routes should connect with these transit hubs, allowing commuters and others to connect quickly with their jobs and other destinations.
2. Park & Ride routes to the CBD should connect with the Downtown TC to be more useful.
3. A Downtown North TC is needed for routes that enter the CBD from the Northeast, East and some from the West/Northwest.
4. The Green and Purple light rail lines are less useful because they do not travel through a transit center. The lack of convenient connections means these LR lines are not very useful for travel to Hobby for riders from the North, Northwest, West and Southwest. Where would riders from these areas of Houston access the Green or Purple lines? A BRT route that travels through the Downtown TC and Eastwood TC to Hobby would be a much better option.

Mike M., resident

Goal: Connect 70% of residents inside the Beltway with 85% of the jobs inside the Beltway in 45 minutes. Currently 8% of jobs are accessible by transit, walking or biking within 60 minutes. (ITDP Report). A fragmented system of resources could be redesigned into an Express Bus Network with little initial investment. (Freeway portion of local bus routes, a few commuter bus routes, HOV lanes, transit centers, park & ride lots, on/off ramps)

The Model/Design

1. BRT routes on most freeways and on strategic streets forming a connected network
2. Connect with transit centers and major arteria ls exchanging riders along all BRT routes
3. Educate and encourage riders to access the Express Bus Network for trips longer than 5 miles.

Mike M., resident

The emerging biotechnology industry is the next big growth industry for the Houston region. Part of the clustering around the Texas Medical Center should be a Life Sciences Corridor that will provide space for new labs and manufacturing facilities.

An OST light rail line that would connect the UH Technology Bridge Research Park and new

medical school, TSU, the TMCx life science accelerator and the proposed TMC3 campus with the TMC Transit Center would help establish Houston as the leading biotechnology cluster on the Third Coast. Economic development should occur around 10 light rail stations. This light rail line would travel from the Magnolia Park Transit Center, along Wayside, OST, Holcombe, and South Braeswood, providing a southern connection for the green, purple and red lines.

Mike M., resident

We should add East to West BRT routes on Bellfort from the Bellaire Transit Center to Hobby Airport and another on the North Loop from the Hempstead Transit Center to the North Freeway via HOV ramp at 40th St. These two HCT corridors would supplement East/West connections that are provided by the I-69 and I-10 corridors.

Mike M., resident

As HGAC looks to improve transportation and traffic in the Houston Galveston Region, I would ask that you consider investing in public transportation and specifically mass transit. For far too long our region has solely committed to funding new highway projects and freeway expansions and frankly none of those have alleviated the traffic in our region or improved our quality of life. Instead our city is known as a concrete jungle, a place where only freeways are built, and we are in a constant state of construction. When will you instead use those funds to construct rail? We are tired of only seeing concrete in our city.

Jose R., resident

As a 40-year resident of Harris County, I am horrified at the many billions that METRO has already wasted on putting rail line and trains down in the streets, when bus lanes would have been a much cheaper alternative with higher capacity more easily achieved using long natural gas buses. How many more hours will citizens wait at the Rodeo or Astros world series parades, for trains that could have been replaced by faster cheaper buses to meet the demand? It is insane to love toy trains so much, that you lose all economic perspective. Bus lanes have the added advantage of being multi-use, meaning 2+ car-van vehicles could use them during specified times too. 1 mile of rail has cost nearly \$ 150 million per mile in recent years, while the recent 249 Tomball expansion cost \$150 million for 6 miles of 6-lane roadway that buses, vans, AND cars can use. Wasting billions of dollars on trains and dedicating expensive train corridors exclusively to trains is incredibly wasteful and thus dumb. Hobby Airport and the Galleria would be much better serviced with high capacity natural gas buses, than light rail trains. It's too bad leadership does not have the courage to 1) rip up all the track laid for light rail, 2) sell all the train cars, and 3) replace them with high capacity buses and multi-purpose bus lanes. That's what Houston smartly did in the early 20th century with the removal of the stupid trolley system, in favor of more buses. The toy train love affair by some misguided leaders and citizenry, has hurt us financially, and will continue to do so with every mile built. So sad, so pathetic, and so wasteful.

Clint. M., resident

Please focus on designing transportation solutions for humans, not cars. This means investment in walking, biking and public transportation options along with improvements to roadways for driving.



Payton S., resident

The projects in the west side of Houston are extremely disappointing. Westheimer badly needs transit improvements and the signature bus service project needs to start in 1-2 years instead of waiting more than a decade. The worst part about our roads on the west side is that we are stuck driving everywhere. Widening Dairy Ashford and Highway 6 are completely ridiculous ideas that will promote more congestion and vehicle dependence. When are we going to stop wasting money trying to accommodate more cars and traffic and start building a real transportation system?

David W., resident

Thank you for inviting the public to submit comments on HGAC's Regional Transportation Plan. I'm a native Houstonian and, over the years, I've seen our region grow and evolve into a cosmopolitan destination. We've made a lot of progress, but I'm afraid that we are still on an unsustainable trajectory. Commute times are growing. Traffic jams are a daily — even nightly — occurrence. Auto-related deaths and injuries are some of the highest in the nation. We are one of the most auto-dependent regions in the nation and have some of the highest transportation costs per capita. The lack of human-scaled infrastructure and multi-modal options mean you're pretty much forced to use a car for every single trip — it's a necessity just to live and function. Each time I decide to walk or bike to my local coffee shop instead of drive, I say three "Hail Mary's" for fear of getting hit by a car. People shouldn't have to live this way. Our go-to cure for solving traffic congestion has been to build wider and bigger roads. Despite mounting repair and maintenance backlogs, and in defiance of changing transportation needs, billions continue to be spent each year expanding our roads and highways and it's come at a huge cost. Is this auto-centric approach fiscally prudent, or are we using tomorrow's money to pay for yesterday's policies? Does it really improve our quality of life or does it ensure we're just sitting in a bigger traffic jam (e.g. Katy Freeway)? Are mega-highways and unsafe streets going to attract the young and talented to our region? Is our region prepared for an aging population who will, at some point, no longer drive on their own? Interestingly enough, the most financially productive places are human-centered and community-driven. They are also wonderful places to live. I'll be honest, I've mulled the idea of moving to a city like Minneapolis, Denver and Portland, but familial ties keep me here. That's not the case for many, however, who can choose wherever they want to live. I believe that a focus on rebuilding our infrastructure to enable walking, cycling, and mass transit would bring health and economic benefits that far outweigh its price tag. If we are truly invested in creating a better future for generations to come, I offer the following recommendations:

- Invest in transportation solutions that reduce the (need) for costly and disruptive highway expansion projects by focusing investments on public transportation, land-use policy, road pricing measures and technological measures that work to help drivers avoid peak-time traffic.
- Adopt fix-it-first policies that invest in repair and maintenance of existing road, transit and rail systems and stop the continued deference of these actions to future dates, further increasing a mounting maintenance and repair backlog of billions of dollars. Prioritizing highway expansion over the repair and maintenance of existing systems is using tomorrow's money to pay for yesterday's policies.



- Use the latest transportation data and require full cost-benefit comparisons for highway projects, **including future maintenance and repair needs**. This includes fully evaluating potential public-private partnerships.
- Revise transportation forecasting models and use up-to-date travel information, reflecting a range of potential future trends for housing and transportation and incorporating the potential impacts of shifts to other modes of transportation, including public transportation, rail, biking and walking, as well as newer options such as ridesharing, carsharing, and bike-sharing.
- Give priority funding to transportation projects that reduce growth in vehicle-miles traveled, to account for the public health, environmental and climate benefits as well as the reduced need to increase road capacity in the future.
- Invest in research and data collection to better track, and more aptly react, to ongoing shifts in how people travel.

Thanks for your time and I hope these suggestions are helpful. Have a great day and here's to building a better region for tomorrow.

Monica R., resident

Subject: Memorial Drive Reconstruction CSJ 0912-72-392

Memorial Drive Reconstruction from East of Beltway 8 to East of Tallowood Drive, CSJ 0912-72-391

RE; Reference the following project numbers: 0912-72-391

TxDOT Houston District

The Memorial Drive Drainage and Mobility Improvements Project

sponsored by TxDOT/ TIRZ 17/ City of Houston/ Lockwood, Andrews and Newnam (LAN)

Attn: TxDot and H-GAC and USACE and various agencies:

The proposed Memorial Drive Drainage and Mobility Improvements Project will inflict more flooding misery on the residents of West Houston, who have not yet recovered from Hurricane Harvey. This Memorial Drive Drainage and Mobility Project will divert the Sam Houston Tollway Frontage Road trunkline that drains the Beltway 8 system one mile under Memorial Drive into Tributary W153. The proposed Memorial Drive Project will also divert the 175 acres of concrete jungle, the southeast quadrant of Beltway 8/ IH-10, from CityCentre and Town & Country Village, via West Bough and Memorial Drive, into Tributary W153. And this diversion is only the beginning. Other diversions are planned: Queensbury, Kimberly, West Bough, Town & Country Way, Tallowood, Attingham, Benignus, Frostwood, and Kingsride. Even the area north of IH-10 and west of Gessner will be channeled into Tributary W153 via a conduit under IH - 10. Tributary W153 already receives Fonn Villas and Memorial Green. TxDOT is funding 80% of the Memorial Drive Project with a Federal Grant. TIRZ 17 is contributing 20%, TxDOT is managing the project. TxDOT says, This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive. So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? TxDOT says, Rates of flow into Tributary W 153 will not increase. We will provide the residents of Memorial with 11 feet of Inline Detention. Inline Detention is a misnomer. Delayed Discharge is the preferred

term. An unprecedented volume of water will enter two massive box culverts, big enough to drive a truck through, at Beltway 8 and flow under Memorial Drive east into Tributary W153. Just 15 minutes later, where Tributary W153 crosses Memorial Drive, this immense volume of flow will enter the private Somerset Place culvert and discharge under the Legend Lane bridge. TXDOT is telling the residents of Memorial Drive that they are getting a Delayed Discharge of 15 minutes and to be grateful for it. TxDOT is not disclosing volumes of flow or sources of flow. TxDOT wants to keep all the worried residents guessing. If TxDOT were to disclose the volume of flow to the targeted residents, the knowledge would throw them into a panic. And what of volume of flow? TxDOT says, we are not concerned with volumes of flow. Only rates of flow. This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive. So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? If the TxDOT engineers will look at a survey of Tributary W153, they will realize that Tributary W153 is a shallow ravine which occupies an area of 3 acres south of Memorial Drive. Tributary W153 cannot contain a fraction of the storm water that TxDOT proposes to dump into it. If the Lockwood, Andrews, and Newnam (LAN) associates will do their due diligence and perform observations in the field, they will realize that the Army Corps is already using Tributary W153 for storm water storage. The Army Corps drains the Barker/Addicks dams into Tributary W153. After the Tax Day flood, the Army Corps stored water in the Tributary W153 for 90 continuous days. The Army Corps does not impound storm water. The gates to the dams are raised 99% of the time. Only in an extreme rain event are the gates lowered briefly and raised again as soon as the rain stops. An FOIA to the Army Corps produced denials that any contact between USACE and TxDOT took place. A letter a couple of months ago produced another denial. No contact, and no discussion took place between USACE and TxDOT as how the two entities are going to manage shared use of the Tributary W153. The two entities cannot share Tributary W153 at the same time. But if they do both attempt to occupy the Tributary W153 at the same time, the outcome will produce extensive flooding throughout the W153 watershed. The outcome will be worse than Harvey, when 800 structures along Watershed W153 were flooded. A Regional Drainage Study performed in 2012 documents significant deficiencies within the watershed. Flooding is partly due to the limited capacity of the Memorial Drive drainage infrastructure and overflow from W153 itself. At the peak of a major rain event, W153 becomes overwhelmed and overland flows into the Memorial Drive ROW from W153. The capacity of the Memorial Drive crossing at W153 is further reduced by the significant tailwater in W153. Additionally, the area south of Memorial Drive is inundated due to the Buffalo Bayou 100 year floodplain. Neither of these issues can be resolved by the local drainage improvements proposed as part of the Memorial Drive Project (City of Houston Technical Review Committee Meeting and Record of Decisions and Action Items, December 1, 2015). This is the Drainage summary of the city engineers Thomas Artz and Revi Kaleyatodi and the TRC Committee after receiving the Memorial Drive Project presentation from LAN associate Muhammad Ali. The city engineers cited compelling reasons for disapproving the Memorial Drive Project: 1) Connection to Sam Houston Tollway Trunkline which drains the Beltway 8 system 2) In a major rain event, Tributary W153 becomes overwhelmed and overflows the Memorial Drive ROW 3) There is significant tailwater (Backflow) in Tributary W153 4) THE AREA SOUTH

OF MEMORIAL DRIVE WILL BE INUNDATED. None of these issues can be resolved by the Memorial Drive Project. Ignoring the realities, the city engineers unanimously approved the Memorial Drive Project. The 100-year storm event City Criteria cannot be met due to Tributary W153's limited capacity and back water from Buffalo Bayou. A regional solution for the area is needed, but this is beyond the project's scope (Paragraph C. Item 4, City of Houston Technical Review Committee meeting and and Record of Decision and Action Items, December 1, 2015). Once again LAN invokes the Beyond The Scope defense, the same defense used by LAN allegedly in the class action lawsuits involving the Flint River Water Crisis. Allegedly, the Beyond the Scope defense is not working well for LAN in Michigan. THE MODEL OF EXISTING CONDITIONS SHOWS THAT THE STORM SEWER WEST OF WEST BOUGH IS SURCHARGED, THROUGHOUT ITS LENGTH. The lateral system on West Bough and in commercial areas north of Memorial cannot drain effectively causing overland flow to enter the ROW. (Page 40, paragraph 4.5.6. Memorial Drive Mobility and Drainage Improvements, Preliminary Engineering Report WBS No. N - T17000 - 0318B - 7 CIP No. T - 1717}. So what is the point of spending millions to bury two 10' x 10' box culverts under Memorial Drive the distance of one mile, if the culverts cannot drain west into the SURCHARGED Sam Houston Tollway Frontage Road trunkline? The physical laws will not allow the culverts to drain into the SURCHARGED trunkline. Instead the Sam Houston Tollway Frontage Road trunkline will drain east and discharge into Tributary W153. Likewise, the West Bough system (not yet implemented} will drain CityCentre and Town & Country Villlage into Tributary W153. Which brings us to our question: So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? At last, here are the answers, which are several and complex: 1) THIS REALLY IS A DRAINAGE PROJECT. It drains the entire southeast quadrant formed by Beltway 8 and IH-10 under Memorial Drive the distance of one mile into Tributary W153. This is the primary purpose of the Memorial Drive Project: to transfer the storm water runoff from the commercial centers of CityCentre and Town &Country Village into Tributary W153. 2) West Memorial developers are demanding an outfall to Buffalo Bayou. The West Memorial developers have no justification for demanding an outfall to Buffalo Bayou. The West Memorial developers had a 13.5-acre property, the Methodist Hospital property on Memorial Drive near Gessner, which was to provide 280 feet of detention. The HCFCD had identified this property as suitable for detention. Midway developer Brad Freels, a Board Member of TIRZ 17, in an egregious Conflict of Interest, developed the property as a mixed use. The mixed-use concept did not go over well in West Memorial. The mixed-use property was not successful. Brad Freels remains on the TIRZ 17 Board, to the dismay of West Memorial residents. 3) The West Memorial developers categorically reject any suggestion that they install storm water mitigation on their own commercial properties. Drive through CityCentre and Town and Country Village. You will not see one cistern, not one. There is no storm water catchment system under any one of the parking lots either. The multimillionaire and billionaire developers will not spend one dollar of their money on mitigation. They prefer to channel their storm water runoff into the surrounding residential neighborhoods. 4) The Beltway 8 bridge over Buffalo Bayou is deteriorating. The Sam Houston Tollway Frontage Road trunkline is discharging under the bridge, eroding the bridge pilings. The bridge supports are cracking, because they were shoddily built of an inferior

material (ASR). The pilings are out of alignment. The Sam Houston Tollway Frontage Road trunkline is creating an erosion problem. The erosion created by the trunkline outfall has cost HCTRA over 4 million since 2008. 5) The West Houston Association, composed of the West Houston developers, is campaigning to add an additional two lanes to Beltway 8 over Buffalo Bayou, thus exacerbating the erosion problems of the existing outfall. 6) The flooding problems began by reconstructing the Katy Freeway in a Flood Plain that existed at Beltway 8 and IH-10 previously. The dilemma: What to do with the Buffalo Bayou watersheds? They are in the way. The W151 watershed is channeled into a conduit which passes beneath the Katy Freeway and under the Memorial City Shopping Mall. The choke point is directly under the Mall Food Court and causes Back Flow and flooding of North Gessner (HCFCD Implementation Study 2009). The 16 detention ponds were promised to the people to mitigate the flooding that would certainly be created by a 26-lane expanse of concrete. The people were pledged 16 detention ponds and received 4 - 5 ponds. Now TxDOT has an opportunity to compensate the people for the promised but never delivered detention ponds. TxDOT has jurisdiction over the Sam Houston Tollway Frontage Road trunkline. TxDOT is the only bureaucracy in this deal with billions. City of Houston is broke. LAN allegedly is being sued in multiple class action lawsuits. TIRZ 17 has only 22 million in its accounts, having spent multimillions on landscaping. If TxDOT wants to relocate the Sam Houston Tollway Frontage Road trunkline, TxDOT can do so. TxDOT can purchase land for the trunkline. TxDOT can easily afford to relocate the trunkline. TxDOT can pay the costs of maintenance and erosion. For TxDOT to attempt to pass the expenses of relocating the trunkline onto a small group of private residents is reprehensible. No neighborhood of private residents can handle a problem of this magnitude. TxDOT must do it. Either USACE must stop this flawed project engineered by LAN, OR else USACE must find another route to get fresh water to the Ship Channel. If USACE raises the gates and releases storm waters simultaneously with the diversion of storm water from the SE quadrant of B8/ IH-10 into W153, the result will be inundation of 800 residential structures.

Kay H., resident

Fw: Memorial Drive Reconstruction from East of Beltway 8 to East of Tallowood Drive, CSJ 0912-72-391

RE; Reference the following project numbers: 0912-72-391

TxDOT Houston District

The Memorial Drive Drainage and Mobility Improvements Project

sponsored by TxDOT/ TIRZ 17/ City of Houston/ Lockwood, Andrews and Newnam (LAN)

Attn: TxDot and H-GAC and USACE and various agencies:

The proposed Memorial Drive Drainage and Mobility Improvements Project will inflict more flooding misery on the residents of West Houston, who have not yet recovered from Hurricane Harvey. This Memorial Drive Drainage and Mobility Project will divert the Sam Houston Tollway Frontage Road trunkline that drains the Beltway 8 system one mile under Memorial Drive into Tributary W153. The proposed Memorial Drive Project will also divert the 175 acres of concrete jungle, the southeast quadrant of Beltway 8/ IH-10, from CityCentre and Town & Country Village, via West Bough and Memorial Drive, into Tributary W153. And this diversion is only the

beginning. Other diversions are planned: Queensbury, Kimberly, West Bough, Town & Country Way, Tallowood, Attingham, Benignus, Frostwood, and Kingsride. Even the area north of IH-10 and west of Gessner will be channeled into Tributary W153 via a conduit under IH - 10. Tributary W153 already receives Fonn Villas and Memorial Green.

TxDOT is funding 80% of the Memorial Drive Project with a Federal Grant.

TIRZ 17 is contributing 20%, TxDOT is managing the project. TxDOT says, this is not a drainage project. This project is to make cosmetic improvements to Memorial Drive.

So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? TxDOT says, Rates of flow into Tributary W 153 will not increase. We will provide the residents of Memorial with 11 feet of Inline Detention.

Inline Detention is a misnomer. Delayed Discharge is the preferred term. An unprecedented volume of water will enter two massive box culverts, big enough to drive a truck through, at Beltway 8 and flow under Memorial Drive east into Tributary W153. Just 15 minutes later, where Tributary W153 crosses Memorial Drive, this immense volume of flow will enter the private Somerset Place culvert and discharge under the Legend Lane bridge. TxDOT is telling the residents of Memorial Drive that they are getting a Delayed Discharge of 15 minutes and to be grateful for it. TxDOT is not disclosing volumes of flow or sources of flow. TxDOT wants to keep all the worried residents guessing. If TxDOT were to disclose the volume of flow to the targeted residents, the knowledge would throw them into a panic. And what of volume of flow? TxDOT says, we are not concerned with volumes of flow. Only rates of flow. This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive.

So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? If the TxDOT engineers will look at a survey of Tributary W153, they will realize that Tributary W153 is a shallow ravine which occupies an area of 3 acres south of Memorial Drive. Tributary W153 cannot contain a fraction of the storm water that TxDOT proposes to dump into it. If the Lockwood, Andrews, and Newnam (LAN) associates will do their due diligence and perform observations in the field, they will realize that the Army Corps is already using Tributary W153 for storm water storage. The Army Corps drains the Barker/ Addicks dams into Tributary W153. After the Tax Day flood, the Army Corps stored water in the Tributary W153 for 90 continuous days. The Army Corps does not impound storm water. The gates to the dams are raised 99% of the time. Only in an extreme rain event are the gates lowered briefly and raised again as soon as the rain stops. An FOIA to the the Army Corps produced denials that any contact between USACE and TxDOT took place. A letter a couple of months ago produced another denial. No contact, and no discussion took place between USACE and TxDOT as how the two entities are going to manage shared use of the Tributary W153. The two entities cannot share Tributary W153 at the same time. But if they do both attempt to occupy the Tributary W153 at the same time, the outcome will produce extensive flooding throughout the W153 watershed. The outcome will be worse than Harvey, when 800 structures along Watershed W153 were flooded. A Regional Drainage Study performed in 2012 documents significant deficiencies within the watershed. Flooding is partly due to the limited capacity of the Memorial Drive drainage infrastructure and overflow from W153 itself. At the peak of a major rain event, W153 becomes overwhelmed and overland flows into the Memorial Drive ROW from W153. The

capacity of the Memorial Drive crossing at W153 is further reduced by the significant tailwater in W153. Additionally, the area south of Memorial Drive is inundated due to the Buffalo Bayou 100-year floodplain. Neither of these issues can be resolved by the local drainage improvements proposed as part of the Memorial Drive Project (City of Houston Technical Review Committee Meeting and Record of Decisions and Action Items, December 1, 2015).

This is the Drainage summary of the city engineers Thomas Artz and Revi Kaleyatodi and the TRC Committee after receiving the Memorial Drive Project presentation from LAN associate Muhammad Ali. The city engineers cited compelling reasons for disapproving the Memorial Drive Project: 1) Connection to Sam Houston Tollway Trunkline which drains the Beltway 8 system 2) In a major rain event, Tributary W153 becomes overwhelmed and overflows the Memorial Drive ROW 3) There is significant tailwater (Backflow) in Tributary W153 4) THE AREA SOUTH OF MEMORIAL DRIVE WILL BE INUNDATED. None of these issues can be resolved by the Memorial Drive Project. Ignoring the realities, the city engineers unanimously approved the Memorial Drive Project. The 100-year storm event City Criteria cannot be met due to Tributary W153's limited capacity and back water from Buffalo Bayou. A regional solution for the area is needed, but this is beyond the project's scope (Paragraph C. Item 4, City of Houston Technical Review Committee meeting and and Record of Decision and Action Items, December 1, 2015).

Once again LAN invokes the Beyond The Scope defense, the same defense used by LAN allegedly in the class action lawsuits involving the Flint River Water Crisis. Allegedly, the Beyond the Scope defense is not working well for LAN in Michigan. THE MODEL OF EXISTING CONDITIONS SHOWS THAT THE STORM SEWER WEST OF WEST BOUGH IS SURCHARGED, THROUGHOUT ITS LENGTH. The lateral system on West Bough and in commercial areas north of Memorial cannot drain effectively causing overland flow to enter the ROW. (Page 40, paragraph 4.5.6. Memorial Drive Mobility and Drainage Improvements, Preliminary Engineering Report WBS No. N - T17000 - 0318B - 7 CIP No. T - 1717}. So what is the point of spending millions to bury two 10' x 10' box culverts under Memorial Drive the distance of one mile, if the culverts cannot drain west into the SURCHARGED Sam Houston Tollway Frontage Road trunkline? The physical laws will not allow the culverts to drain into the SURCHARGED trunkline. Instead the Sam Houston Tollway Frontage Road trunkline will drain east and discharge into Tributary W153. Likewise, the West Bough system (not yet implemented} will drain CityCentre and Town & Country Villlage into Tributary W153. Which brings us to our question: So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood?

Kay H., resident

There is no public need in our region for expanding any of the transportation right of way. Nearly all of the system expansion projects are to subsidize and enable private interests to tear up land for development. We should be focused on building complete communities in our 134 towns and cities as well as the Census-Designated Places like The Woodlands. The Regional Transportation Plan should contain no right of way expansion.

David C., Houston Tomorrow

There should be more lanes for bikes and better sidewalks. More busses for same route instead of waiting for 30 minutes for one bus to make a loop. There should be more fight and planning on how a city could benefit with a train system much like New York subways or Washington DC. If you look at Japan, they use a lot of trains for commute and they hold one of the densest populations in a city..! I had the experience of traveling on a Bullet Train from Tokyo to Kyoto and it was about 2 hour commute whereas traveling from Houston to Rio Grande Valley is 6-7 hours by car. I think the city of Houston would benefit with a train system and reduce congestion of cars and help in the battle of being more Earth Friendly.

Joce C., resident

Hi, please consider investing in transportation options that are NOT more lanes on the freeway. Induced demand makes traffic worse after the additional lanes are added and increases Houston's sprawl. Please invest in public transportation options such as improved bus service and rail. These can carry far more people for far less space and help improve the urban fabric of our cities.

Drew W., resident

The following are comments related to the mobility of the City of Cleveland, Texas:

1. Requesting SH 105 be widen from 2 to 4 lane divided by 2023.
2. Add additional bridge width to FM 2025 bridge at us 59 for turn lanes & install turn lanes on FM 2025 from US 59 to SH 573 before 2035.
3. Convert main lanes to freeway and construct two 2-lane frontage roads.
4. Reconfigure existing designed entrance and exit ramps for SH 105 and SH 321, changing designation from limited access (at intersection only) to improve access for private development.
5. Sidewalk and pedestrian crossing along 321, near Cleveland High School and Middle School
6. Convert I69 main lanes to freeway, construct two 2-lane frontage roads, and access / interchange flyover UP Railroad south of San Jacinto County Line.

Bobby P., City of Cleveland

Per Metro staff's suggestion, I knew your plan and attended the April 24 meeting. Since I did not see much light rails, I would like to make a comment here.

This region was devastated by Harvey since each agency plans and does its own way. People may move out of the region if the flooding issue is not solved (some have already gone). I sincerely hope your organization can help take wholistic approach. Since the space is limited, you might want to consider multiple-function infrastructures such as a highway under the grade serving traffic during normal weathers and flowing water during extreme precipitation. A similar ideal would be a tunnel for subway and flood channel (this has been built in Malaysia, refer to <https://www.amusingplanet.com/2013/05/smart-tunnel-in-kuala-lumpur-storm.html>). Super Bayou concept is also developed that take advantages of the vast bayou spaces in the bayou city for multiple-functions (refer to <http://www.laengr.com/Super-Bayou.htm>)

Light rails with dedicated tracks can move people most efficiently at a min operation cost (without drivers such as skytrains in Vancouver BC) and a min environmental impact. The initial cost is

high, but it is affordable if combining with flood control projects. In order to avoid traffic congestion along the interstate freeway (I10, I45 and I69) , light-rail is a preferred option to me if you want to move millions more people..

Jack L., resident

Dear Sirs, Houston doesn't need to be looking at a city such as Portland Oregon for transportation solutions. Just a quick look at Portland any time of the day shows clogged freeways with empty Light-Rail cars passing by. Houston needs more highways and freeways and computerized traffic lights on surface streets to keep traffic flowing. Americans are going to keep their cars and politicians need to wake up to that fact. Trying to make drivers suffer by spending tax dollars on public transport will not be enough to make us stop driving. Light Rail sounds wonderful but costs billions and then when no one rides it, it becomes a maintenance upkeep nightmare.

James M., resident

As a 40-year resident of Harris County, I am horrified at the many billions that METRO has already wasted on putting rail line and trains down in the streets, when bus lanes would have been a much cheaper alternative with higher capacity more easily achieved using long natural gas buses. How many more hours will citizens wait at the Rodeo or Astros world series parades, for trains that could have been replaced by faster cheaper buses to meet the demand? It is insane to love toy trains so much, that you lose all economic perspective. Bus lanes have the added advantage of being multi-use, meaning 2+ car-van vehicles could use them during specified times too. 1 mile of rail has cost nearly \$ 150 million per mile in recent years, while the recent 249 Tomball expansion cost \$150 million for 6 miles of 6-lane roadway that buses, vans, AND cars can use. Wasting billions of dollars on trains and dedicating expensive train corridors exclusively to trains is incredibly wasteful and thus dumb. Hobby Airport and the Galleria would be much better serviced with high capacity natural gas buses, than light rail trains. It's too bad leadership does not have the courage to 1) rip up all the track laid for light rail, 2) sell all the train cars, and 3) replace them with high capacity buses and multi-purpose bus lanes. That's what Houston smartly did in the early 20th century with the removal of the stupid trolley system, in favor of more buses. The toy train love affair by some misguided leaders and citizenry, has hurt us financially, and will continue to do so with every mile built. So sad, so pathetic, and so wasteful.

Clint M., resident

Please focus on designing transportation solutions for humans, not cars. This means investment in walking, biking and public transportation options along with improvements to roadways for driving.

Payton S., resident

The projects in the west side of Houston are extremely disappointing. Westheimer badly needs transit improvements and the signature bus service project needs to start in 1-2 years instead of waiting more than a decade. The worst part about our roads on the west side is that we are stuck



driving everywhere. Widening Dairy Ashford and Highway 6 are completely ridiculous ideas that will promote more congestion and vehicle dependence. When are we going to stop wasting money trying to accommodate more cars and traffic and start building a real transportation system?

David W., resident

Thank you for inviting the public to submit comments on HGAC's Regional Transportation Plan. I'm a native Houstonian and, over the years, I've seen our region grow and evolve into a cosmopolitan destination. We've made a lot of progress, but I'm afraid that we are still on an unsustainable trajectory. Commute times are growing. Traffic jams are a daily — even nightly — occurrence. Auto-related deaths and injuries are some of the highest in the nation. We are one of the most auto-dependent regions in the nation and have some of the highest transportation costs per capita. The lack of human-scaled infrastructure and multi-modal options mean you're pretty much forced to use a car for every single trip — it's a necessity just to live and function. Each time I decide to walk or bike to my local coffee shop instead of drive, I say three "Hail Mary's" for fear of getting hit by a car. People shouldn't have to live this way. Our go-to cure for solving traffic congestion has been to build wider and bigger roads. Despite mounting repair and maintenance backlogs, and in defiance of changing transportation needs, billions continue to be spent each year expanding our roads and highways and it's come at a huge cost. Is this auto-centric approach fiscally prudent, or are we using tomorrow's money to pay for yesterday's policies? Does it really improve our quality of life or does it ensure we're just sitting in a bigger traffic jam (e.g. Katy Freeway)? Are mega-highways and unsafe streets going to attract the young and talented to our region? Is our region prepared for an aging population who will, at some point, no longer drive on their own? Interestingly enough, the most financially productive places are human-centered and community-driven. They are also wonderful places to live. I'll be honest, I've mulled the idea of moving to a city like Minneapolis, Denver and Portland, but familial ties keep me here. That's not the case for many, however, who can choose wherever they want to live. I believe that a focus on rebuilding our infrastructure to enable walking, cycling, and mass transit would bring health and economic benefits that far outweigh its price tag. If we are truly invested in creating a better future for generations to come, I offer the following recommendations:

- Invest in transportation solutions that reduce the (need) for costly and disruptive highway expansion projects by focusing investments on public transportation, land-use policy, road pricing measures and technological measures that work to help drivers avoid peak-time traffic.
- Adopt fix-it-first policies that invest in repair and maintenance of existing road, transit and rail systems and stop the continued deference of these actions to future dates, further increasing a mounting maintenance and repair backlog of billions of dollars. Prioritizing highway expansion over the repair and maintenance of existing systems is using tomorrow's money to pay for yesterday's policies.
- Use the latest transportation data and require full cost-benefit comparisons for highway projects, **including future maintenance and repair needs**. This includes fully evaluating potential public-private partnerships.
- Revise transportation forecasting models and use up-to-date travel information, reflecting a range of potential future trends for housing and transportation and incorporating the

potential impacts of shifts to other modes of transportation, including public transportation, rail, biking and walking, as well as newer options such as ridesharing, carsharing, and bike-sharing.

- Give priority funding to transportation projects that reduce growth in vehicle-miles traveled, to account for the public health, environmental and climate benefits as well as the reduced need to increase road capacity in the future.
- Invest in research and data collection to better track, and more aptly react, to ongoing shifts in how people travel.

Thanks for your time and I hope these suggestions are helpful. Have a great day and here's to building a better region for tomorrow.

Monica R., resident

Memorial Drive Reconstruction from East of Beltway 8 to East of Tallowood Drive, CSJ 0912-72-391

RE; Reference the following project numbers: 0912-72-391

TxDOT Houston District

The Memorial Drive Drainage and Mobility Improvements Project

sponsored by TxDOT/ TIRZ 17/ City of Houston/ Lockwood, Andrews and Newnam (LAN)

Attn: TxDot and H-GAC and USACE and various agencies:

The proposed Memorial Drive Drainage and Mobility Improvements Project will inflict more flooding misery on the residents of West Houston, who have not yet recovered from Hurricane Harvey. This Memorial Drive Drainage and Mobility Project will divert the Sam Houston Tollway Frontage Road trunkline that drains the Beltway 8 system one mile under Memorial Drive into Tributary W153. The proposed Memorial Drive Project will also divert the 175 acres of concrete jungle, the southeast quadrant of Beltway 8/ IH-10, from CityCentre and Town & Country Village, via West Bough and Memorial Drive, into Tributary W153. And this diversion is only the beginning. Other diversions are planned: Queensbury, Kimberly, West Bough, Town & Country Way, Tallowood, Attingham, Benignus, Frostwood, and Kingsride. Even the area north of IH-10 and west of Gessner will be channeled into Tributary W153 via a conduit under IH - 10. Tributary W153 already receives Fonn Villas and Memorial Green. TxDOT is funding 80% of the Memorial Drive Project with a Federal Grant. TIRZ 17 is contributing 20%, TxDOT is managing the project. TxDOT says, This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive. So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? TxDOT says, Rates of flow into Tributary W 153 will not increase. We will provide the residents of Memorial with 11 feet of Inline Detention. Inline Detention is a misnomer. Delayed Discharge is the preferred term. An unprecedented volume of water will enter two massive box culverts, big enough to drive a truck through, at Beltway 8 and flow under Memorial Drive east into Tributary W153. Just 15 minutes later, where Tributary W153 crosses Memorial Drive, this immense volume of flow will enter the private Somerset Place culvert and discharge under the Legend Lane bridge. TXDOT is telling the residents of Memorial Drive that they are getting a Delayed Discharge of 15 minutes and to be grateful for it. TxDOT is not disclosing volumes of flow or sources of flow. TxDOT wants to keep all the worried residents guessing. If TxDOT were to disclose the volume of flow to the targeted residents, the knowledge would throw them into a panic. And what of volume of

flow? TxDOT says, we are not concerned with volumes of flow. Only rates of flow. This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive. So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? If the TxDOT engineers will look at a survey of Tributary W153, they will realize that Tributary W153 is a shallow ravine which occupies an area of 3 acres south of Memorial Drive. Tributary W153 cannot contain a fraction of the storm water that TxDOT proposes to dump into it. If the Lockwood, Andrews, and Newnam (LAN) associates will do their due diligence and perform observations in the field, they will realize that the Army Corps is already using Tributary W153 for storm water storage. The Army Corps drains the Barker/Addicks dams into Tributary W153. After the Tax Day flood, the Army Corps stored water in the Tributary W153 for 90 continuous days. The Army Corps does not impound storm water. The gates to the dams are raised 99% of the time. Only in an extreme rain event are the gates lowered briefly and raised again as soon as the rain stops. An FOIA to the Army Corps produced denials that any contact between USACE and TxDOT took place. A letter a couple of months ago produced another denial. No contact, and no discussion took place between USACE and TxDOT as how the two entities are going to manage shared use of the Tributary W153. The two entities cannot share Tributary W153 at the same time. But if they do both attempt to occupy the Tributary W153 at the same time, the outcome will produce extensive flooding throughout the W153 watershed. The outcome will be worse than Harvey, when 800 structures along Watershed W153 were flooded. A Regional Drainage Study performed in 2012 documents significant deficiencies within the watershed. Flooding is partly due to the limited capacity of the Memorial Drive drainage infrastructure and overflow from W153 itself. At the peak of a major rain event, W153 becomes overwhelmed and overland flows into the Memorial Drive ROW from W153. The capacity of the Memorial Drive crossing at W153 is further reduced by the significant tailwater in W153. Additionally, the area south of Memorial Drive is inundated due to the Buffalo Bayou 100-year floodplain. Neither of these issues can be resolved by the local drainage improvements proposed as part of the Memorial Drive Project (City of Houston Technical Review Committee Meeting and Record of Decisions and Action Items, December 1, 2015). This is the Drainage summary of the city engineers Thomas Artz and Revi Kaleyatodi and the TRC Committee after receiving the Memorial Drive Project presentation from LAN associate Muhammad Ali. The city engineers cited compelling reasons for disapproving the Memorial Drive Project: 1) Connection to Sam Houston Tollway Trunkline which drains the Beltway 8 system 2) In a major rain event, Tributary W153 becomes overwhelmed and overflows the Memorial Drive ROW 3) There is significant tailwater (Backflow) in Tributary W153 4) THE AREA SOUTH OF MEMORIAL DRIVE WILL BE INUNDATED. None of these issues can be resolved by the Memorial Drive Project. Ignoring the realities, the city engineers unanimously approved the Memorial Drive Project. The 100-year storm event City Criteria cannot be met due to Tributary W153's limited capacity and back water from Buffalo Bayou. A regional solution for the area is needed, but this is beyond the project's scope (Paragraph C. Item 4, City of Houston Technical Review Committee meeting and Record of Decision and Action Items, December 1, 2015). Once again LAN invokes the Beyond the Scope defense, the same defense used by LAN allegedly in the class action lawsuits involving the Flint River Water Crisis. Allegedly, the Beyond the Scope defense is not working well for LAN in Michigan. THE MODEL OF EXISTING CONDITIONS SHOWS THAT THE STORM SEWER WEST OF WEST BOUGH IS SURCHARGED, THROUGHOUT ITS LENGTH. The lateral system on West Bough and in commercial areas north of Memorial cannot drain effectively causing overland flow to enter the ROW. (Page 40, paragraph 4.5.6. Memorial Drive Mobility and Drainage Improvements, Preliminary Engineering Report WBS No. N - T17000 - 0318B - 7 CIP No. T - 1717}. So what is the point of spending millions to bury two 10' x 10' box culverts under Memorial Drive the distance of one mile, if the culverts cannot drain

west into the SURCHARGED Sam Houston Tollway Frontage Road trunkline? The physical laws will not allow the culverts to drain into the SURCHARGED trunkline. Instead the Sam Houston Tollway Frontage Road trunkline will drain east and discharge into Tributary W153. Likewise, the West Bough system (not yet implemented) will drain CityCentre and Town & Country Village into Tributary W153. Which brings us to our question: So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood?

At last, here are the answers, which are several and complex:

1) THIS REALLY IS A DRAINAGE PROJECT. It drains the entire southeast quadrant formed by Beltway 8 and IH-10 under Memorial Drive the distance of one mile into Tributary W153. This is the primary purpose of the Memorial Drive Project: to transfer the storm water runoff from the commercial centers of CityCentre and Town & Country Village into Tributary W153.

2) West Memorial developers are demanding an outfall to Buffalo Bayou. The West Memorial developers have no justification for demanding an outfall to Buffalo Bayou. The West Memorial developers had a 13.5-acre property, the Methodist Hospital property on Memorial Drive near Gessner, which was to provide 280 feet of detention. The HCFCD had identified this property as suitable for detention. Midway developer Brad Freels, a Board Member of TIRZ 17, in an egregious Conflict of Interest, developed the property as a mixed use. The mixed use concept did not go over well in West Memorial. The mixed-use property was not successful. Brad Freels remains on the TIRZ 17 Board, to the dismay of West Memorial residents.

3) The West Memorial developers categorically reject any suggestion that they install storm water mitigation on their own commercial properties. Drive through CityCentre and Town and Country Village. You will not see one cistern, not one. There is no storm water catchment system under any one of the parking lots either. The multimillionaire and billionaire developers will not spend one dollar of their money on mitigation. They prefer to channel their storm water runoff into the surrounding residential neighborhoods.

4) The Beltway 8 bridge over Buffalo Bayou is deteriorating. The Sam Houston Tollway Frontage Road trunkline is discharging under the bridge, eroding the bridge pilings. The bridge supports are cracking, because they were shoddily built of an inferior material (ASR). The pilings are out of alignment. The Sam Houston Tollway Frontage Road trunkline is creating an erosion problem. The erosion created by the trunkline outfall has cost HCTRA over 4 million since 2008.

5) The West Houston Association, composed of the West Houston developers, is campaigning to add an additional two lanes to Beltway 8 over Buffalo Bayou, thus exacerbating the erosion problems of the existing outfall.

6) The flooding problems began by reconstructing the Katy Freeway in a Flood Plain that existed at Beltway 8 and IH-10 previously. The dilemma: What to do with the Buffalo Bayou watersheds? They are in the way. The W151 watershed is channeled into a conduit which passes beneath the Katy Freeway and under the Memorial City Shopping Mall. The choke point is directly under the Mall Food Court and causes Back Flow and flooding of North Gessner (HCFCD Implementation Study 2009). The 16 detention ponds were promised to the people to mitigate the flooding that would certainly be created by a 26-lane expanse of concrete. The people were pledged 16 detention ponds and received 4 - 5 ponds. Now TxDOT has an opportunity to compensate the people for the promised but never delivered detention ponds. TxDOT has

jurisdiction over the Sam Houston Tollway Frontage Road trunkline. TxDOT is the only bureaucracy in this deal with billions. City of Houston is broke. LAN allegedly is being sued in multiple class action lawsuits. TIRZ 17 has only 22 million in its accounts, having spent multimillions on landscaping. If TxDOT wants to relocate the Sam Houston Tollway Frontage Road trunkline, TxDOT can do so. TxDOT can purchase land for the trunkline. TxDOT can easily afford to relocate the trunkline. TxDOT can pay the costs of maintenance and erosion. For TxDOT to attempt to pass the expenses of relocating the trunkline onto a small group of private residents is reprehensible. No neighborhood of private residents can handle a problem of this magnitude. TxDOT must do it. Either USACE must stop this flawed project engineered by LAN, OR else USACE must find another route to get fresh water to the Ship Channel. If USACE raises the gates and releases storm waters simultaneously with the diversion of storm water from the SE quadrant of B8/ IH-10 into W153, the result will be inundation of 800 residential structures.

Kay H., resident

RE; Reference the following project numbers: 0912-72-391

TxDOT Houston District

The Memorial Drive Drainage and Mobility Improvements Project

sponsored by TxDOT/ TIRZ 17/ City of Houston/ Lockwood, Andrews and Newnam (LAN)

Attn: TxDot and H-GAC and USACE and various agencies:

The proposed Memorial Drive Drainage and Mobility Improvements Project will inflict more flooding misery on the residents of West Houston, who have not yet recovered from Hurricane Harvey. This Memorial Drive Drainage and Mobility Project will divert the Sam Houston Tollway Frontage Road trunkline that drains the Beltway 8 system one mile under Memorial Drive into Tributary W153. The proposed Memorial Drive Project will also divert the 175 acres of concrete jungle, the southeast quadrant of Beltway 8/ IH-10, from CityCentre and Town & Country Village, via West Bough and Memorial Drive, into Tributary W153. And this diversion is only the beginning. Other diversions are planned: Queensbury, Kimberly, West Bough, Town & Country Way, Tallowood, Attingham, Benignus, Frostwood, and Kingsride. Even the area north of IH-10 and west of Gessner will be channeled into Tributary W153 via a conduit under IH - 10. Tributary W153 already receives Fonn Villas and Memorial Green. TxDOT is funding 80% of the Memorial Drive Project with a Federal Grant. TIRZ 17 is contributing 20%, TxDOT is managing the project. TxDOT says, This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive. So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? TxDOT says, Rates of flow into Tributary W 153 will not increase. We will provide the residents of Memorial with 11 feet of Inline Detention. Inline Detention is a misnomer. Delayed Discharge is the preferred term. An unprecedented volume of water will enter two massive box culverts, big enough to drive a truck through, at Beltway 8 and flow under Memorial Drive east into Tributary W153. Just 15 minutes later, where Tributary W153 crosses Memorial Drive, this immense volume of flow will enter the private Somerset Place culvert and discharge under the Legend Lane bridge. TXDOT is telling the residents of Memorial Drive that they are getting a Delayed Discharge of 15 minutes and to be grateful for it. TxDOT is not disclosing volumes of flow or sources of flow. TxDOT wants to keep

all the worried residents guessing. If TxDOT were to disclose the volume of flow to the targeted residents, the knowledge would throw them into a panic. And what of volume of flow? TxDOT says, we are not concerned with volumes of flow. Only rates of flow. This is not a drainage project. This project is to make cosmetic improvements to Memorial Drive.

So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood? If the TxDOT engineers will look at a survey of Tributary W153, they will realize that Tributary W153 is a shallow ravine which occupies an area of 3 acres south of Memorial Drive. Tributary W153 cannot contain a fraction of the storm water that TxDOT proposes to dump into it. If the Lockwood, Andrews, and Newnam (LAN) associates will do their due diligence and perform observations in the field, they will realize that the Army Corps is already using Tributary W153 for storm water storage. The Army Corps drains the Barker/Addicks dams into Tributary W153. After the Tax Day flood, the Army Corps stored water in the Tributary W153 for 90 continuous days. The Army Corps does not impound storm water. The gates to the dams are raised 99% of the time. Only in an extreme rain event are the gates lowered briefly, and raised again as soon as the rain stops. An FOIA to the the Army Corps produced denials that any contact between USACE and TxDOT took place. A letter a couple of months ago produced another denial. No contact, and no discussion took place between USACE and TxDOT as how the two entities are going to manage shared use of the Tributary W153. The two entities cannot share Tributary W153 at the same time. But if they do both attempt to occupy the Tributary W153 at the same time, the outcome will produce extensive flooding throughout the W153 watershed. The outcome will be worse than Harvey, when 800 structures along Watershed W153 were flooded. A Regional Drainage Study performed in 2012 documents significant deficiencies within the watershed. Flooding is partly due to the limited capacity of the Memorial Drive drainage infrastructure and overflow from W153 itself. At the peak of a major rain event, W153 becomes overwhelmed and overland flows into the Memorial Drive ROW from W153. The capacity of the Memorial Drive crossing at W153 is further reduced by the significant tailwater in W153. Additionally, the area south of Memorial Drive is inundated due to the Buffalo Bayou 100 year floodplain. Neither of these issues can be resolved by the local drainage improvements proposed as part of the Memorial Drive Project (City of Houston Technical Review Committee Meeting and Record of Decisions and Action Items, December 1, 2015). This is the Drainage summary of the city engineers Thomas Artz and Revi Kaleyatodi and the TRC Committee after receiving the Memorial Drive Project presentation from LAN associate Muhammad Ali. The city engineers cited compelling reasons for disapproving the Memorial Drive Project: 1) Connection to Sam Houston Tollway Trunkline which drains the Beltway 8 system 2) In a major rain event, Tributary W153 becomes overwhelmed and overflows the Memorial Drive ROW 3) There is significant tailwater (Backflow) in Tributary W153 4) THE AREA SOUTH OF MEMORIAL DRIVE WILL BE INUNDATED. None of these issues can be resolved by the Memorial Drive Project. Ignoring the realities, the city engineers unanimously approved the Memorial Drive Project. The 100 year storm event City Criteria cannot be met due to Tributary W153's limited capacity and back water from Buffalo Bayou. A regional solution for the area is needed, but this is beyond the project's scope (Paragraph C. Item 4, City of Houston Technical Review Committee meeting and and Record of Decision and Action Items, December 1, 2015).

Once again LAN invokes the Beyond The Scope defense, the same defense used by LAN allegedly in the class action lawsuits involving the Flint River Water Crisis. Allegedly, the Beyond the Scope defense is not working well for LAN in Michigan. THE MODEL OF EXISTING CONDITIONS SHOWS THAT THE STORM SEWER WEST OF WEST BOUGH IS SURCHARGED, THROUGHOUT ITS LENGTH. The lateral system on West Bough and in commercial areas north of Memorial cannot drain effectively causing overland flow to enter the ROW. (Page 40, paragraph 4.5.6. Memorial Drive Mobility and Drainage Improvements, Preliminary Engineering Report WBS No. N - T17000 - 0318B - 7 CIP No. T - 1717}. So what is the point of spending millions to bury two 10' x 10' box culverts under Memorial Drive the distance of one mile, if the culverts cannot drain west into the SURCHARGED Sam Houston Tollway Frontage Road trunkline? The physical laws will not allow the culverts to drain into the SURCHARGED trunkline. Instead the Sam Houston Tollway Frontage Road trunkline will drain east and discharge into Tributary W153. Likewise the West Bough system (not yet implemented} will drain CityCentre and Town & Country Village into Tributary W153. Which brings us to our question: So why spend approximately 22 million to make cosmetic improvements to Memorial Drive between Beltway 8 and Tallowood?

Kay H., resident

There is no public need in our region for expanding any of the transportation right of way. Nearly all of the system expansion projects are to subsidize and enable private interests to tear up land for development. We should be focused on building complete communities in our 134 towns and cities as well as the Census-Designated Places like The Woodlands. The Regional Transportation Plan should contain no right of way expansion.

David C., resident

There should be more lanes for bikes and better sidewalks. More busses for same route instead of waiting for 30 minutes for one bus to make a loop. There should be more fight and planning on how a city could benefit with a train system much like New York subways or Washington DC. If you look at Japan, they use a lot of trains for commute and they hold one of the densest populations in a city..! I had the experience of traveling on a Bullet Train from Tokyo to Kyoto and it was about 2-hour commute whereas traveling from Houston to Rio Grande Valley is 6-7 hours by car. I think the city of Houston would benefit with a train system and reduce congestion of cars and help in the battle of being more Earth Friendly.

Joce C., Resident

Please consider investing in transportation options that are NOT more lanes on the freeway. Induced demand makes traffic worse after the additional lanes are added and increases Houston's sprawl. Please invest in public transportation options such as improved bus service and rail. These can carry far more people for far less space and help improve the urban fabric of our cities.

Drew W., resident

The following are comments related to the mobility of the City of Cleveland, Texas:

1. Requesting SH 105 be widen from 2 to 4 lane divided by 2023.
2. Add additional bridge width to FM 2025 bridge at us 59 for turn lanes & install turn lanes on FM 2025 from US 59 to SH 573 before 2035.

3. Convert main lanes to freeway and construct two 2-lane frontage roads.
4. Reconfigure existing designed entrance and exit ramps for SH 105 and SH 321, changing designation from limited access (at intersection only) to improve access for private development.
5. Sidewalk and pedestrian crossing along 321, near Cleveland High School and Middle School
6. Convert I69 main lanes to freeway, construct two 2-lane frontage roads, and access / interchange flyover UP Railroad south of San Jacinto County Line.

**Bobby P., City of Cleveland**

Per Metro staff's suggestion, I knew your plan and attended the April 24 meeting. Since I did not see much light rails, I would like to make a comment here. This region was devastated by Harvey since each agency plans and does its own way. People may move out of the region if the flooding issue is not solved (some have already gone). I sincerely hope your organization can help take wholistic approach. Since the space is limited, you might want consider multiple-function infrastructures such as a highway under the grade serving traffic during normal weathers and flowing water during extreme precipitation. A similar ideal would be a tunnel for subway and flood channel (this has been built in Malaysia, refer to <https://www.amusingplanet.com/2013/05/smart-tunnel-in-kuala-lumpur-storm.html>). Super Bayou concept is also developed that take advantages of the vast bayou spaces in the bayou city for multiple-functions (refer to <http://www.laengr.com/Super-Bayou.htm>) Light rails with dedicated tracks can move people most efficiently at a min operation cost (without drivers such as skytrains in Vancouver BC) and a min environmental impact. The initial cost is high, but it is affordable if combining with flood control projects. In order to avoid traffic congestion along the interstate freeway (I10, I45 and I69), light-rail is a preferred option to me if you want to move millions more people. Thank you!

**Jack L., resident**

Thank you for the opportunity to provide public comment on Houston-Galveston Area Council's (HGAC) draft of the 2045 Regional Transportation Plan (RTP) and Air Quality Conformity Documents. I am writing to express my strong support of LINK Houston's comments on the document. I am a 5th-year PhD student at Rice University. I moved to Houston in 2014 and absolutely love this area. What I hear constantly from my colleagues is a desire to be able to get to our destinations by public transit, cycling, or walking- mainly, a desire to get around without a car. Your priorities and choices will have long-ranging impacts that definitely play a role in my colleagues' decision to leave Houston after we graduate, or to stay and raise families here and continue contributing to the economy and community. As such, I support all of LINK Houston's comments and urge you to prioritize: An accessible, frequent, and reliable public transit network inside Houston's core, Safe and accessible pedestrian and biking infrastructure, and Mitigation of potential infrastructure impacts on communities.

**Mary N., resident**



Houston area streets need to be safer for cyclists and pedestrians. Improved crosswalks and other infrastructure should be a priority in the coming years.

Edith H., resident

I understand the need to expand local bus routes however, there needs to be more. Buses don't reduce that much congestion because they are still driving along the flow of traffic caused by cars. Yes, there needs to be more connectivity in between cities and more bus routes may be the short-term answer but, we as a region are not keeping up with the population growth and the growing demand. We are falling behind. We should have more light rails and perhaps two heavy rails that connect Harris County and some of the neighborhood counties like Galveston and Ford Bend. The two heavy rails for example can be from North (Woodlands) to South (Galveston) and East (Baytown) to West (Katy). I know eminent domain may be an issue with long heavy rails but, we could maybe use existing railroads with a partnership with Union Pacific or build a rail on the HOV lane? Additionally: I really liked the idea of expanding the HOV lane to two lanes but, don't expand lanes anywhere else. I also like the idea of creating more bike and sidewalk infrastructure.

Andrea E., resident

This comment is related to the Active Transportation Plan. I endorse the analysis and the long-term look of data. I agree with using only crashes where intoxication was not involved, as these are behavioral issues which need to be addressed using a different set of tools. I do have concern over the crash analysis using 2009 to 2017 data. While using very long-time frames to observe historical trends is beneficial, using this long of a timeframe for analysis is problematic. A 3 to 5-year time window of current data should be used for each iteration of the analysis. Using the shorter time frame will better reflect projects, operational and maintenance improvements that have occurred and may have corrected the potential safety issue. Additionally, land use and development changes are not reflected in this longer-term analysis. Bicycle and Pedestrian data is especially tricky since there is typically a statistically low occurrence of bicycle and pedestrian crashes. Crashes are random events and the analysis requires a large enough sample to determine patterns from which potential solutions can be implemented. Using the 3 E's Education, Enforcement and Engineering are all tools to solve safety problems. HGAC is taking the longterm approach of addressing education which can have the longest and largest benefit. Enforcement is a delicate balance since the public has concerns over priorities. For example, why are you giving out tickets for failure to come to a complete stop or jaywalking when there are real crimes. Engineering solutions are helpful but are costly and there are a lot of needs and even more opinions on priorities.

1. I would recommend using 3-5 years of current crash data where neither party is impaired for the bicycle and pedestrian safety component.
2. I would also recommend that once areas are identified that a detailed crash analysis using the actual crash narrative, not just a database analysis to determine the root causes of the potential safety concern.
3. I would recommend solutions that target the cause of the identified crashes. Unfortunately, many times this does not result in a ribbon cutting project but identifies education, enforcement and maintenance solutions.
4. Actual bicycle and pedestrian usage also needs to be a component. These should not be estimations or modeling but actual counts.
5. The goal would be to work towards a bicycle and pedestrian crash rate that encompasses the exposure of both the motorized and non-motorized users. Frequency (# of crashes) do not account for the exposure or increase in use, population or other variables.

Robert B., Texas Transportation Institute

**Reply:** Future analysis of the focus area criteria will take place with participation from the Pedestrian-Bicyclist Subcommittee. Recommendation #1 will be brought up at that time. These and other comments will be taken into consideration during that analysis. The existing text of the plan (page 35) will be edited to more clearly note that the analysis will be reviewed and changed as-needed prior to being used as a tool for funding. Future crash analyses for active transportation can take into account recommendations 2, 4 and 5 with one future goal to be achieving recommendation 3. That analysis is ongoing at H-GAC outside of the Active Transportation Plan, and can be incorporated into some of the recommended strategies listed on page 71.

I take issue with the fact that the Active Transportation Plan is instituting Focus Area criteria that will be used for funding priority NOW when it even says that the criteria need to be improved. The Clear Lake Area is COMPLETELY lost in these focus areas even though from the maps provided it appears to rank similarly with other areas designated as "focus areas" like Conroe and Cleveland. The Clear Lake Area is basically punished for having not transit which is a HUGE problem. We need both traditional transit AND active transportation options. The area is so unsafe for bikes and peds because most of the ONLY routes to get across town are basically highways and bike/ped infrastructure either has major gaps, is unsafe, or not even present. Because of this we don't even have the opportunity to compete on some of these metrics. This analysis will only widen the gap between places that currently already get a funding and those that don't like the Clear Lake Area. If this criteria for funding is approved as currently presented the Clear Lake Area will NOT fall within a focus area and will not be considered equally as other regions for TIP funding despite a clear need. Please remove "focus areas as potential criteria for TIP Funding" until the future improvements to the "Focus Area Analysis" has been completed and results presented to the community. It is also clear from the bike/ped infrastructure maps that those in charge have not been in the area to verify the condition of the infrastructure. Further, It punishes all suburban area for being lower density, having intersections that are further apart, and having centralized schools. This perpetuates the lack of active mode use in such areas, despite substantial latent demand and high levels of need from folks that cannot afford other options and have been forced further from transit/bike/ped access due to increasing housing

costs. Looking at the respondent geographic survey data, I find it disgraceful you were unable to engage the community further - the fact that the top tier is >10 respondents is shameful. Even so, it looks like the Clear Lake Area had some of the highest respondent rates.

Shona E., resident

**Reply:** Future analysis of the focus area criteria will take place with participation from the Pedestrian-Bicyclist Subcommittee. As stated in the plan, the focus area analysis will be used as a potential criteria for funding. The existing text of the plan (page 35) will be edited to more clearly note that the analysis will be reviewed and changed as-needed prior to being used as a tool for funding. H-GAC recognizes the importance of reaching all communities throughout the region and, for that reason, intends to collect resident feedback related to active transportation after the completion of this plan. As stated in the Ensure Equity recommendations on page 74, H-GAC intends to "Collect feedback from residents in rural communities to better understand their specific active transportation needs." Similarly, the Maintain and Monitor recommendations on page 80 state that H-GAC intends to "Continue to distribute the I Walk Here and I Bike Here surveys, particularly in Brazoria, Chambers, Liberty and Waller counties to understand the preferences and needs of rural residents."

The La Porte area has suffered from a couple of cyclist's death's and countless near misses between motorized vehicles and pedestrians and other vulnerable road users. The dramatic increase in heavy truck traffic and increased number of vulnerable road users means that this area, along with Clear Lake and Seabrook require intense focus. Please consider adding these areas to the plan and future reviews. The growing number of 24 hour warehouses and commensurate increase in heavy truck traffic is posing increasing dangers to cyclists and pedestrians.

Gabriel G., resident

Please re-evaluate your focus areas to include the Clear Lake area as there is a large cycling community down here and the need for improved bicycling infrastructure is needed.

Jason H., resident

**Reply:** Future analysis of the focus area criteria will take place with participation from the Pedestrian-Bicyclist Subcommittee. These and other comments will be taken into consideration during that analysis. The existing text of the plan (page 35) will be edited to more clearly note that the analysis will be reviewed and changed as-needed prior to being used as a tool for funding.

I cannot see why the Galveston Bay area of Seabrook and Clear Lake does not have more focus. Once 146 is complete adding a way to ride safely all the way to Texas City would be easy because the land is there. The old train track area on the west side of 146 would be perfect.

Anonymous, resident

I am concerned that all the funding goes to one major group of people, Europeans. Diversity is absent from the planning beginning and duration. How do European firms know so much about such plans in advance that they already have their bids? Just as the General Land Office (GLO) was in trouble as its result of discriminating against Moorish

contractors on the Hurricane Harvey funding contracts, it appears no watchdog on this 2045 plan. Who is the contract compliance officer(s)? How will Moorish Americans benefit regarding jobs, contracts, administrative input, etc.?

Gladys H., resident

**Reply:** Dear Ms. House-El:

Thank you for your comments regarding the 2045 Regional Transportation Plan (RTP).

Engaging underserved communities within the eight-county region, regardless of age, race, color, national origin or income, is crucial to developing a plan and future processes that serve all people equitably. H-GAC partnered with community champions to educate residents about the planning process and public meetings by developing an Environmental Justice (EJ) outreach strategy to target low income, limited English proficiency, seniors, and female head of households. To better reach residents within these communities, H-GAC held three (3) public meetings in underserved communities and invited community leaders to attend public meetings around the region on behalf of their residents. To address language barriers, bilingual speakers for Spanish, Mandarin, Vietnamese, and Hindi were available at meetings in dense non-English proficiency communities. An American Sign Language Interpreter was available at every public meeting. The 2045 RTP contains a mix of projects that, together, are expected to result in a transportation system that will meet the region's mobility needs for the future. As the Metropolitan Planning Organization (MPO), the Houston-Galveston Area Council (H-GAC) coordinates the effort to create the Plan, working in collaboration with state, municipal, and other regional partners. No part of the effort to create the RTP is contracted to any vendors and any reference to funding at this stage concerns whether a project under consideration will have the needed funding to support it. This is important because every project in the RTP must have assured financing. This is what we refer to as "financial constraint." For roadway projects, opportunities for the business community to obtain work contracts come later – in the design, environmental review, and especially the construction stage. To encourage participation by the disadvantaged community, the Texas Department of Transportation (TxDOT) has a Historically Underutilized Business (HUB) program, a Disadvantaged Business Enterprise (DBE) program, and a Small Business Enterprise (SBE) program. We encourage you to visit the TxDOT website to find out more about these programs and how to qualify for them. We hope this answers your questions regarding the 2045 RTP.

As a parent and a cyclist, I would love you all to include Clearlake in the funding for better roads and cycling lanes. It is scary to take my son out on the road because there

isn't a barrier to protect us. Please re-evaluate this project and include Clearlake. It is one of the largest cycling communities in all Houston.

**Eduardo P., resident**

**Reply:** Future analysis of the focus area criteria will take place with participation from the Pedestrian-Bicyclist Subcommittee. These and other comments will be taken into consideration during that analysis. The existing text of the plan (page 35) will be edited to more clearly note that the analysis will be reviewed and changed as-needed prior to being used as a tool for funding.

I am disappointed that the Clear Lake neighborhood is not among the selected focus areas as it has a larger recreational and commuter cycling community and some desperate needs for infrastructure that will keep them safe. Many of the adjacent cities are moving forward with projects to add multi-use paths or new bicycle lanes, but HGAC wields the power and authority to help provide regional solutions and connectivity between these projects. The plan should do more to ensure that it can include local plans into its focus areas and that its criteria for selecting neighborhoods can take into account areas like Clear Lake that have an unrecognized need for cyclist/pedestrian infrastructure. I am a recreational cyclist but also will bike to work when I can but would like to be able to more. I know at least 10 people who commute full time to work and I frequently see individuals who are walking or biking to work as their only mode of transportation. I have almost been hit several times and I know people who have been killed by cars in this area or hit by them even when they are biking or walking safely. The lack of public transportation in Clear Lake means that residents are not included in the criteria for use of public transportation. Does that mean we wouldn't use it if it wasn't here? No. I used to use the Bay Area Park and Ride and had to drive my car there because there is no safe way to get to it via bicycle. The empty grass lots around the park and ride location have been expanded to handle the greater number of cars. If people could reach the bus stop by bike without fearing for their lives, this would greatly benefit the area. Please do not build a qualification system that will eliminate Clear Lake from future funding opportunities and will overlook the opportunities to invest in projects there that can connect the other prioritized projects and therefore enhance regional mobility for pedestrians and cyclists.

**Genevieve G., resident**

**Reply:** Future analysis of the focus area criteria will take place with participation from the Pedestrian-Bicyclist Subcommittee. These and other comments will be taken into consideration during that analysis. As currently stated on page 35, the existing questions for consideration in this future analysis should address some of the concerns raised in this

comment. Those questions include: "Can we develop a geographic split that better represents the different community typologies in the region (instead of Harris County and non-Harris County?," "Can we include a criteria related to infrastructure need that shows areas with a lack of current walkways and bikeways?," and "Can we add more nuance to the transit criteria in a way that prioritizes high-frequency transit stops and doesn't punish areas without transit?" The existing text of the plan (page 35) will also be edited to more clearly note that the analysis will be reviewed and changed as-needed prior to being used as a tool for funding.

I am a resident of Taylor Lake Village in the Clearlake area and I am writing to share my concern about the current concept of focus areas, as presented in the draft 2045 regional active transportation plan. I believe the focus area concept will be counterproductive to any effort to improve active transportation options in the suburban and rural areas within H-GAC's jurisdiction and limit our access to funding, planning support, and more. According to the current version of the document, "H-GAC will use the Focus Areas as a factor to help determine where to invest staff time, resources and funding. The Focus Areas will be used to inform the decisions of the Transportation Policy Council (TPC), the Technical Advisory Committee (TAC), and the Pedestrian/Bicyclist Subcommittee, including as a potential criteria for TIP funding." (p.35)

I understand the need for a metric to guide decisions and focus thought/planning, however, the focus area concept works against any potential improvements in suburban and rural areas within HGAC's region. Every metric it considers is, by definition, low in these areas - the suburbs and rural areas have lower residential and job densities, intersections are further apart, schools are more centralized, transit is limited or non-existent, crashes are different, and environmental justice challenges are less common. The mismatch between the focus area criteria and existing conditions in my area and the rest of the suburban and rural areas in the H-GAC region is disappointing and highlights a clear lack of attention to the needs of a large portion of your constituency. Effectively, this mismatch punishes these areas for decisions that were made in the past and limits the potential for future change. Furthermore, the concept as written has the potential to perpetuate the lack of active mode use in such areas, despite substantial latent demand and high levels of need from folks that cannot afford other options and have been forced further from existing transit/bike/ped access due to increasing housing costs and other structural inequities.

**Zachary E., resident**

The transportation funding in the H-GAC region should:

- 1) focus transportation investments in a way that improves equitable distribution of fund to areas that are historically do not receive their fair share of funding, especially

communities of color and area of concentrated poverty

- 2) eliminate funding of highway lane miles expansion, and only road fund maintenance until such time that we determine that we can effectively maintain the roads that we have
- 3) prioritize funding projects that reduce vehicle miles traveled especially high capacity transit with goal to reduce emissions
- 4) prioritize funding projects that encourage healthy active transportation options like walking and biking
- 5) prioritize projects that are shown to reduce serious and deadly crashes including complete street designs and intersection safety improvements
- 6) eliminate funding TxDOT projects through the competitive TIP process as they already have dedicated funding streams
- 7) encourage more flexible use of available funds to for walk, bike and transit projects

Geoff C., resident

Hiram Clarke / Fort Bend-Houston Redevelopment Authority

TIRZ #25

Public Comment

Houston Galveston Area Council - 2045 Regional Transit Plan

The Hiram Clarke/Fort Bend Redevelopment Authority (TIRZ 25) consists of a district in the City of Houston located southwest of the Central City area and stretches to adjacent areas of Houston City limits location within the boundaries of Fort Bend County. Economic development activities include the launching and stimulation of commercial and residential development in the district bounded by South Main Street on the north, McHard Road on the south, Interstate 288 on the east and Hillcroft on the west. Freeways, elevated expressways and toll roads bisect the area and disrupt the connectivity of commuter arterials and minor roadways, resulting in a fractured and discontinuous transportation network. As future construction and commercial development continues, there is a critical need for a viable multi-modal solution to the transportation needs of this district. We want to ensure the Southwest Corridor has inclusion and opportunity in the 2045RTP.

Specifically, we would like to see:

Multi-modal, affordable sources of transportation from Missouri City into the Medical Center

Rail expansion in entire district

Transportation innovation projects for Bus Rapid Transit (BRT)

Bicycle and pedestrian modes of transportation in district

Eric L., resident

I'm disappointed that although I read the Houston Chronicle & Galveston Daily News almost every day, I don't recall seeing any mention of the plan nor any request solicitation for comments. In the short time I've had to look at it, I noticed that in Chpt 6 seems to not consider industrial contributions to poor air quality in any way.

I also noticed in the safety plan doesn't not examine the cost/benefit of traffic enforcement in any quantitative way. I seem to recall that the Chronicle reported that the # of traffic tickets/capita has fallen ~50% while accidents up are ~40+%.

Anonymous, resident

11473 - BRT should not be down Houston Avenue and should follow existing HOV ramp to keep neighborhood intact. Please clarify if interactive map is correct in the route being between Houston Ave and Hickory street.

15208 - Hardy toll road extension should be non-tolled to take stress off of I-45.

16328 - parkland should be preserved at its present location (white Oak Bayou)

P. Benz, resident



## 2018 Call for Projects Public Comments Received via Email

All comments received an automated response unless a question / or request required a reply from a H-GAC staff member.

### **Automated response:**

*"Our sincere thanks for contacting the Houston-Galveston Area Council.*

*Your direct feedback goes a long way. Thank you for your involvement in the transportation planning process."*

*Kind regards,  
H-GAC Staff*

### **Application ID 152**

*Project Sponsor - City of Friendswood*

Thank you for hosting last night's H-GAC meeting in Friendswood. A lot of good information was shared. I had a couple of questions regarding one of the proposals from Friendswood (Application ID #152):

1. Is this project's score in the range of possibly being accepted or has it already been eliminated?
2. Is the exact route of the project set in the proposal? The city has told us the exact route would be determined at a later date if the grant is approved, but I am not sure that is accurate (I would assume the route needs to be set in order to have an accurate cost estimate). The route shown last night goes through my property.

There are numerous residents in the area who will be opposed to this project as it will dramatically affect quality of life and house values. If the project is still in contention, the residents will be much more active in the public comments process. Any input you can offer is appreciated. Thank you for your efforts with H-GAC....your task is not easy!

**Joe P., resident**

**Reply:** Mr. Pollard, Thanks for attending the meeting last night. I will need to pull the full application to double check on your second question. However, I can answer the first one. The project has a Benefit/Cost ratio above 1.0 so that keeps it on the list. However, the project scored fairly low on the planning factors side with only 55 out of 100 points available. H-GAC Staff worked with the City to assist with the development of the B/C analysis. And will continue to work with them over the next couple weeks to understand the City's analysis and to make sure the City understands the scoring process better. I will pull the application and follow -up with you about the alignment. If you have any additional questions, please let me know.

**Reply #2:** Mr. Pollard, Thank you for your interest in this project. To answer your question, the roadway's location is to be determined.

**Application ID 197**

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

This email is to indicate my support of the proposed Northpark Drive expansion program being considered for funding by the HGAC. As a twenty-five-year resident of Kingwood, I have experienced the rapid growth of people and traffic in the area. Major roadways leading into and out of the area are woefully inadequate, and the problem will only be exacerbated by future growth. Such conditions, while annoying and aggravating to most, present major threats to public safety. Currently, emergency service responders/providers are hampered by traffic congestion and the railroad crossings at Northpark and Kingwood drives.

**Billy E., resident**

While the Northpark Drive expansion offers some relief, it will not suffice for the future needs of the area. However, it is an initial step in the right direction.

**Hunter M., resident**

**General Comments, not single project specific -**

I would like to comment about the 2018 TIP call for projects and potential funding recommendations. In reviewing the list of proposed projects for funding consideration, there are a lot of great active transportation projects, but it seems the funding pot is way too small for the demand. My comment is to encourage the TPC and HGAC staff to look into other funding sources (CMAQ, STPBG) to fund active transportation projects to enhance the transportation choices in our region. Thank you for the opportunity to comment!

**Chelsea Y., resident**

I am writing to express my support for the 3 proposed bike-trail projects described in the Feb 16 edition of The Leader newspaper. Specifically, the 3 proposed projects are the Memorial Park bike-pedestrian connector, the MKT/White Oak Bayou bicycle-pedestrian connection, and the Northwest Transit center connection. I am a Garden Oaks resident (847 W 42nd. St) and have worked in the Texas Medical Center for 25 years. I routinely commute to the TMC via Metro (route 27) or bicycle, or combination. The opening of the White Oak-Heights MKT bike trail was a huge benefit, and these proposed additions will further enhance the ability for citizens to commute to downtown, the TMC, and all areas in between via bus, rail, or bicycle. I hope these projects will receive funding and get completed. Please let me know if there is something I can do to further support these projects. Additionally, an enhanced bike path/lane from the Garden Oaks-N Shepherd area to the Northline transit center would improve cyclist connection to the Redline transit center. Thank you for the opportunity to comment.

**Peggy T., resident**

**Reply:** Hello Peggy, thank you for reaching out. It's always great to hear from people who are truly multi-modal in their transportation choices. I am forwarding your comment to our communications team as they are gathering and compiling feedback from the community.

The CMAQ Set-Aside and STBG Swap decisions should be reconsidered as additional sources to fund active transportation projects. The top twenty Active Transportation projects (not including METRO's ADA submittal) should be funded with a combination of Transportation Alternative Set-Aside, Congestion Mitigation Air Quality and Surface Transportation Block Grant funds. \$22 million in local funds leverage \$110 million in federal funds and generate over \$200 million in benefits. Active Transportation projects create places that attract new bicycle riders, transit patrons and encourage people to walk more rather than drive our cars to work, shop and other trips for people of all ages and capabilities.

Clark M., Bike Houston

Please increase the funding available for pedestrian and bicycle infrastructure projects. No greater vision for the H-GAC region could exist than to see a network of regional bike paths connecting all counties, towns and cities.

Clark M., Bike Houston

## 2018 Call for Project Voicemail Comments

I live in Kingwood Texas I just noticed the North Park project. one thing that I will tell you that would mitigate traffic between Kingwood Drive and 494 along with Northpark drive and 494 is two things, you can do either one of these to mitigate traffic jams between the intersections 1. widen both of them to three lanes. the second one is to build a bridge over the train tracks that run parallel to Loop 494. anytime there's a train that goes by or anytime traffic is built up it causes a severe delay. I would actually like to meet with somebody not just on that but also the proposed high-rise project in Marina and I have a little luck to getting a hold of the developer I'm also a realtor. if anybody could please give me a call back give me a call back. I would very much like to meet with you and show you what I see and exactly what would actually work. Please give me a call back thank you.

Logan R., resident

I'd like to comment on the NorthPark Drive Kingwood expansion it is sorely needed in this area we have very little options if a storm comes basically only two ways in and out of Kingwood and the traffic is horrendous and the North Park Drive expansion especially the railroad overpass is severely needed traffic is terrible almost all the time and I urge you to support it. Thanks.

Ed T., resident

I am hoping that the group puts the north Park Expansion Project to the Forefront. Kingwood needs a reliable exit in case of disasters are flooding as in the past. please take Kingwood seriously and help us out.

Tina B., resident

I called to leave a comment for please approve the expansion of Northpark Drive in Kingwood is very congested traffic way is it dangerous its two lanes on either side of a drainage ditch and my wife got her car totaled and she got banged up pretty bad not too long ago and somebody came rolling around from one lane going west over that drainage ditch and ran into her and she was in the slow lane if there had been a traffic light or traffic signs it probably wouldn't have happen but that is very very congested a rush hour traffic in the morning and in the evening it takes forever for the Kingwood people to get in and out of Kingwood at those times and if you got a job trying to get to work on time it's very very stressful. please approve that holiday expansion and improvement its desperately needed in Kingwood. that's Texas NorthPark Drive in Kingwood thank you very much.

Jim H., resident

I'd like to support the North Park Drive expansion and railroad overpass in the Kingwood. the expansion is sorely needed, North Park is very crowded, and First Responders need better access. There are only a couple of ways into Kingwood and if the train has the tracks block the overpass would afford First Responders a way to get in and out of the community Plus North Park is one of the main exits and the additional lanes would greatly improve access and it's viably needed for

an area over a 100,000 people to get in and out of so I support the funding of the Northpark drive expansion. Thanks.

Anonymous

I'd like to comment on the Northpark project that was nearly derailed by incomplete data. Which I hope Steve Martin has gotten that straightened out. based on what I'm reading here it sounds like that you're going to remove the project from a low-level project to a higher-level project because as a 31-year resident of Kingwood traveling through North Park up to North Park up to 59 and south on 59 on a daily basis it is absolutely imperative that we have better transportation that better traffic flow than what we have today. it's terrible so if you need to for me to amplify my comments I'll be more than glad you could give me a call thanks bye.

Fredrick L., resident

Hello, I'm calling to comment on the North Park expansion. I am living in the Mills Branch Village I have all my medical providers are in around the Kingwood Hospital. I am 86 -year-old widow and I live alone. I need to have access to my medical providers in an emergency. I recently had an appointment with one of my providers offices who is in one of the offices behind kingwood Hospital, because of the construction of a huge storage unit at the end of Northpark near the railroad track our traffic was backed up to the entrance to Kingwood where the flower shop is. we were there for quite some time until I was able to inch forward to a turn where I could get back going the opposite direction and go down to Kingwood Drive to get out to my appointment. that was disconcerting because I thought if I really had it an emergency I would have been stuck there for some time so I hope that you will think about approving that expansion so that we have a way to get out of Kingwood using NorthPark, which is one of our major entrance exit roads so that we can use that and be able to get to either the 494 or the 59 without so much delay. Thank you very much.

Mary G., resident

Yes, I was just calling to voice my opinion on the need for the North Park Expansion Project at 494. traffic gets way backed up there I'm always trying to find an alternative route from there. if we had some sort of an emergency would really bad getting out.

Rose G., resident

I have property in Kingwood Greens in Kingwood I've watched traffic through Kingwood and I say through very emphatically there is a lot of traffic going through now, that will only increase and get worse. I'm speaking of the North Park Expansion Project, you build it and they will come. and more traffic more thoroughfares, easily transgressed passageway through our neighborhood through our communities through our roadways is only going to get through traffic. They will not be stopping at businesses supporting our community, they will not be attending schools, not contributing to tax base. I am against it and expansion projects that are proposed in the Kingwood area there is a huge 50 year you plan that I have seen online and this plan shows major roads all criss-crossed in Kingwood and slicing and dicing it so that more people can go

through Kingwood and turn it into what Champions has turned into over the last several decades their roads were compromised so I'm against it I don't want to see that happen. Thanks for setting up this comment line.

Frances A., resident

I'm calling about application ID number 218 Hamlin Road to Laurel Springs. I'm wondering what all the numbers mean as far as the planning score. I'm just wondering where it falls on the priority list basically. and if there's any anticipation of this being done any time soon. I live on the road and I'm not for it. One way or the other I would like to know though. please give me a call. Basically, I just want to know if it's gotten approved or what the status is I sure would appreciate it. Thank you so much.

Ramona R., resident

This page is left blank intentionally.

## 2018 Call for Project Comments via Website

### **Brazoria County**

#### **Application ID 100**

Project Sponsor – Brazoria County

I daily drive from Pearland and Friendswood. This road extension is very needed.

Laurie C., resident

### **Fort Bend County**

#### **Application ID 128**

Project Sponsor - Fort Bend County

I would definitely sign up for this service if a direct route from sugar land to downtown is established. This would help in my commute time greatly since the current option of having to switch buses adds a lot of time.

Kashif K., resident

I am supportive of a direct route from AMC to downtown Houston! The I-69 commute is horrible!

Keith K., resident

Would be great if it could extend till UH.

Lata N., resident

I am in favor of this project. I take the fort bend Express to the West Belfort park and ride and transfer to metro to get to downtown Houston every day, and this would save the time and complexity of having to transfer. I have talked to several Sugar Land residents who have been put off of taking the bus to downtown because there is no direct route.

Chris L., resident

Has an inquiry been made to source funds from the VW diesel litigation settlement which allows money to be used to purchase clean energy busses ????? From <https://www.energy.gov/sites/prod/files/2017/09/f36/stakeholder-engagement-guide-VW-final.pdf> "Under the settlement, states, territories, and tribes will receive funds to mitigate the excess emissions of nitrogen oxides (NOx) from Volkswagen diesel vehicles. States will receive between \$8 million and \$423 million in initial allocations, with 20 states receiving more than \$50 million. Each state will develop a plan to use these funds for eligible mitigation actions."

Fred F., resident

#### **Application ID 225**



*Project Sponsor - Texas Department of Transportation - Houston*

Please keep the shoulder and do not replace with curb & gutter without providing safe bike/ped alternative such as 10ft 2-way shared use path.

**Tecky S., resident**

#### **Application ID 237**

*Project Sponsor - Fort Bend County*

A covered garage option at the Sugar Land UH would be great incentive for me to take public transportation from sugar land to downtown. This is something long overdue for the city of sugar land and will greatly help to alleviate the traffic in the morning.

**Kashif K., resident**

#### **Application ID 264**

*Project Sponsor - Texas Department of Transportation - Houston*

This project is a must to help alleviate traffic coming from Fort Bend Tollway, 521 via downtown/med center, and 288. This will benefit 3 counties in the process.

**Fred M., resident**

#### **Application ID 265**

*Project Sponsor - Fort Bend County*

Peek Road extension and proper bike/ped facility is needed to access Regal Cinema on 99. Currently this cinema is only accessible by cars from Katy area north of FM 1093.

**Tecky S., resident**

#### **Application ID 301**

*Project Sponsor - Fort Bend County*

This project does not seem to be an urgent one as alternative roads (Katy Flewellen and Falcon Landing) are not heavily used. Please include proper bike/ped facility on the new and modified existing road portions.

**Tecky S., resident**

I dont agreed with the expansion of Rosner. It will damage the Westlake neighborhood. Thanks

**Carlos C., resident**

No I don't to want to see it extended!

**Poulami B., resident**

Please extend the road, it will make access to i10 so much better and give more options for busy times and reduce traffic

**Edward K., resident**

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.

Don H., resident

I live in the Westlake neighborhood. This extension would greatly increase the traffic, noise, and safety risk throughout our neighborhood. We have a lot of kids that play outside all over the neighborhood, and I do not want to put their safety at risk. I would've thought that expanding Greenbusch, which has already been approved, would be enough to meet the future traffic concerns of the area. Have studies been done to prove that this expansion is truly necessary? If it is not, for the reasons above, I urge you to please not do this project. Thank you for your time.

Shaun

Shaun G., resident

Big no, it going to ruin the Westlake community. Also extension on the road will not help to improve the traffic. Expand the greenbush is the right way to do.

Haitao F., resident

This is an absolute no-no as it splits the Westlake neighborhood in two. And this will be in my lake facing backyard which would be a terrible environmental and safety concern.

Sandip B., resident

No, it's a waste of money and damages the environment. Please do the right thing and spend money wisely. Please widen the greenbush road.

Yafei L., resident

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever. Thank you.

Guisse B., resident

I oppose the Rosner road construction project due to the following reasons. The Greenbush extension, which runs parallel to this proposed project is the traffic solution necessary to reduce traffic. The Rosner route is extremely close in proximity to the Greenbush route and therefore is a waste of funds. This project will erode property values in my Westlake community (as a home owner) due to increased traffic and noise in the community. This project is not a good use of hard-earned tax payers' dollars. This project will destroy pristine untouched land along this

proposed route. The Gaston and Greenbush road construction projects are all we need. Simple math - loss is future property tax revenue due to eroded property values, compounded by spending millions of dollars in construction and future maintenance cost, simply does not make this a successful project.

Kent W., resident

Hope there will be lights on this road.

Samrat B., resident

Already to be widened is the closely parallel Greenbusch Rd, a mere 1,000 feet to the east of this proposed Roesner extension. This proposal will not only likely result in lower property values for the residents of the Westlake subdivision, which it would split in half, but would cause an undue danger to residents with additional traffic, which is already heavy due to road construction and Tomkins High School. It would result in ecological damage as well as it would cut through forest, Buffalo Bayou, and wilderness that teams with wildlife including raptors such as the bald eagle, which is frequently spotted in these woods. Do the right thing and leave this stretch of road alone. With the widening of Greenbusch, there should be no need for this parallel road whatsoever.

Thank you.

Jasmine W., resident

Yes. Widening and extension of Rosener road helps more in reducing traffic near the school and helps in faster/ easier movement of traffic especially near the school with less bends and turns. This helps in ensuring more safety of kids on bikes while going to school and returning home.

Sureshnath M., resident

I am a resident of the Westlake Community that would be directly affected by Widening Roesner from Gaston to Westheimer. This project absolutely does not make any sense as Roesner passes through the community and realistically more important need is to widen the Greenbush road as this has a shopping complex on the intersection of Gaston. It also already had a traffic light at the intersection of Westheimer and four way stop at Gaston.. all in all this is the one that must be widen instead of the Roesner road. We already have a lot of traffic and car speeding through the community to avoid traffic at the intersection of Gaston and Greenbush and now with Roesner widening traffic from Greenbush will go through our community to get on to Roesner. We are a small community and this widening with absolutely detrimental for safety of our community. It is my request that county must reevaluate this project.

Bhavin P., resident

I would not like the Roesner Road Extension and Widening to happen thru Westlake community.

Deepak B., resident

### **Application ID 315**

*Project Sponsor - Texas Department of Transportation - Houston*

Include access road with bike/ped consideration, as the areas along 99 has a lot of businesses. Please consider bike/ped crosswalk safety when (1) allowing right turn from the second lane and (2) allowing right turn on red. Signs notifying drivers to yield to pedestrian on crosswalk is one way. Maybe even implement yellow flashing right turn light, similar to the one used for left turn.

Tecky S., resident

**Application ID 318**

*Project Sponsor - Texas Department of Transportation - Houston*

Please keep the shoulder, do not replace with curb and gutter without providing safe alternative for bike and pedestrian such as 10ft shared use path.

Tecky S., resident

**Galveston County****Application ID 152**

*Project Sponsor - City of Friendswood*

This project should not be justified for H-GAC funding. Traffic in the area of this project is not dramatically bad - there are numerous other areas around the metroplex with significantly worse traffic issues where H-GAC funds would be better spent.

Joseph P., resident

The road does nothing for transportation for the residents of the city of Friendswood. It does nothing to improve hurricane evacuation for Friendswood, Pearland or League City. In fact, this proposed road disrupts a very quiet part of Friendswood and both cuts and utilizes a quite dead end road which many residents use for walking, jogging and bicycle riding as if it was a city park. I strongly oppose this application and would be happy to talk to your committee in person.

David S., resident

This proposed extension provides no obvious benefit to traffic patterns in Friendswood.

Robert Y., resident

I understand funding most likely will not be available for this project at this time. However, the extension of Friendswood Lakes Blvd - - connecting League City Parkway to Pearland Parkway - - is critical to regional mobility, both from an everyday traffic standpoint as well as an evacuation route during major events. Please consider including this project in the RTP.

Morad K., resident

**Application ID 280**

*Project Sponsor - Texas Department of Transportation - Houston*

I understand there may not be funding for this project under the current call for projects. That said, there are merits to this project enhancing pedestrian and bicycle safety as well as improving the flow of traffic down FM 518. Please consider the inclusion of this project in the RTP. Thank you.

Morad K., resident

**Harris County****Application ID 96**

*Project Sponsor - Midtown Management District*

Please fund this roadway project.

Clark M., Bike Houston

### **Application ID 126**

*Project Sponsor - Harris County*

This is a much-needed expansion. I have only lived here for about three years and this area has become extremely congested with all of the new homes in the area. Also, there is a lot of industrial traffic such as 18-wheelers that frequent this area. It has become a headache getting in and out of the neighborhoods during rush hour.

Sandra T., resident

Will street lights be installed on this new road, since it is presently very dark.

Arvind M., resident

### **Application ID 135**

*Project Sponsor - Greater East End Management District*

This project is necessary. We are currently renters in the Museum Park area but looking to buy a home in the East End specifically because of its goal to be so walkable. I would only hope that safety and security is also a top priority for the area as well, walkability is measured as much in the dark as it is in the daylight.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

### **Application ID 141**

*Project Sponsor - City of Houston - Houston Public Works*

Complete street approach, with emphasis on bike/ped, is the way to go for densely-used segment of lower Westheimer. More space needs to be dedicated for people, not cars (both throughput/speed and parking).

Tecky S., resident

I strongly support this application.

Martina S., resident

Please fund this road project.

Clark M., Bike Houston

### **Application ID 144**

*Project Sponsor - City of Houston - Houston Public Works*

As an area resident, I drive this road almost every day. The traffic has increased, foot traffic is constant with potential bus riders and no room for bicycles coming off the bayou bike path. These improvements are desperately needed in our area. I would especially like to see wider sidewalks and maybe eventually covered bus stops for our citizens like the riders over on Kirby get.....definitely looks like a haves/have nots situation when you drive across the city. We need you!!

Paula C., resident

#### **Application ID 145**

*Project Sponsor - City of Houston -Houston Public Works*

Pedestrian facility and complete street approach should be provided along the improved road, not just at the intersection. Provide bike/ped access along Dairy Ashford from the bayou (Terry Hershey Park) North to business areas at Memorial Dr and I-10 and to connect to existing bike facility north of I-10.

Tecky S., resident

#### **Application ID 146**

*Project Sponsor - The Near Northwest Management District*

WOW! This is fantastic! We'll have a wonderful, safe, wide path for walkers, joggers and bikers

Heidi S., resident

This would be a great idea. Traffic/foot traffic at Gulfbank @ N. Houston Rosslyn is particularly problematic. I would not want to walk, I was considering driving to the park. But maybe I would be able to walk if this were added. It would also be good for the local businesses in that area. If there is more foot traffic, that may also make the neighborhood traffic increase as well, making it feel safer...

Debra S., resident

I support the project for the Alabonson Park Shared Use Paths Project. The adjustment is needed for safety concerns, both the driver and those going to thr park, bikers, etc. Please and thank you.

Tenea S., resident

This project is vital to the safety of our community. Our subdivision is across the street from the new Alabonson Park and the shared use paths project will provide a safe way for our residents to access the park. Thank you. Dr. Jon Enloe President CANDLEIGHT FOREST WEST

Jon E., resident

I strongly support this project to make our park safer

Audrey L., resident

We need a dog park to be included.

Naomi C., resident

Sidewalks are definitely needed for safety concerns on both sides of North Houston Rosslyn Rd., etc. Cars, etc. travel at excessive speeds. Grass is not always kept mowed. I have seen people walk on the road when the grass is high.

Elaine B., resident

I think there should be a light at Majestic Oaks Dr. and N. Houston Rosslynn. Traffic from park and better a safe way to cross the street.

Hector G., resident

Please fund this ped bike project.

Clark M., Bike Houston

A park without safe access is useless. This is a safety must! We need this pathway for all.

Kathy H., resident

I live in Candlelight Forest West subdivision straight across from the proposed park. I am 65 with two bad knees and cannot walk fast or far. I could ride a bike and enjoy the trails and ride back to the retention ponds if there were sidewalks to accommodate a 3-wheel bicycle. I need the exercise. I want to enjoy the park but the way things are now, I would need to drive my car out of the neighborhood, do a U-turn at W. Gulfbank and enter the proposed parking lot and man handle the bicycle from the trunk of my car. I have not shopped for such a bike thinking of my limitations. It would make things a lot easier for me to put exercise into my schedule if I had a sidewalk to access and ride to the park or to the bike trail. I plan on involving myself with the park since I am at the front of the neighborhood and it is literally right behind me. I would hope that it has sidewalks for easy access for all the elderly neighbors in our subdivision and traffic lights timed to give us time to cross.

Paula C., resident

### Application ID 156

*Project Sponsor - City of Pearland*

Please fund and complete this project as soon as possible. I use this roadway daily for my commute to and from work. The narrow street and inefficient 4-way stop at Riley Road is exceptionally dangerous. Typically, during my 20-minute commute to work, I spend up to 8 minutes waiting in congestion with other drivers to travel along this less than 1-mile long road. Please also include a deceleration lane from BW8 frontage road to Kingsley road.

Ed M., resident

### Application ID 161

*Project Sponsor - Harris County*

This portion of Gulf Bank, located through the center of the Airline Improvement District, is open ditch and lacks any pedestrian accommodations. Many pedestrians either must walk in the ditch or in the roadway to get to their destinations. This makes it very difficult for parents and children who walk to and from Carroll Academy Elementary School and Keeble EC/Pre-K which are located in this portion of Gulf Bank. In addition, there is a large catholic church that is located on the corner of Gulf Bank and Airline and many pedestrians must walk in the open ditch or roadway to reach this destination. Though there is a lack of pedestrian facilities, pedestrian activity is evident by the worn paths along the roadside ditch. Additionally, there was a fatality near the schools on Gulf Bank when a pedestrian who was walking along the roadside was hit and killed by a vehicle. Moreover, there are 5 large flea markets in the area which bring in a

large influx of vehicular traffic on Saturdays and Sundays. Gulf Bank is the main roadway leading to the markets and becomes inundated with traffic on the weekend. The increase in lanes would help alleviate the traffic for not only the patrons of the markets but also for the many citizens who live in the area and are impacted. In addition, this area is in desperate need of drainage improvements. Hurricane Harvey significantly impacted the Northline Terrace Subdivision which is bordered by Gulf Bank, as well as many homes on Gulf Bank Road all the way from Sweetwater to the Hardy. The Planning Factor Score (77) and especially the Cost Benefit Score (39) Total 116 for this project do not seem representative of the community's needs.

Teri K., resident

#### **Application ID 164**

*Project Sponsor - City of Houston -Houston Public Works*

Signal/bike/pedestrian enhancements are needed here. Washington at Heights and Yale have no pedestrian traffic signals. With many mixed-use buildings planned and/or under development, the roads are very dangerous for pedestrians. Also, it's a major link between districts and existing parks and bike paths. Suggestions: 1. Traffic signal will be needed at Raymond St./S. Heights once Buffalo Heights Development is open; 2. Traffic signal is needed if Waugh were to intersect with S. Heights. Hopefully, the piece of Feagan St. between S. Heights and Waugh would be removed. Aligning Waugh with Willia St. would be ideal to avoid two intersections so close to each other; 3. Improved LED lighting under the railroad bridge at Yale; 4. Underpass addition at railroad crossing along Heights Blvd.; 5. Dedicated left turn lane from northbound Waugh to westbound D'Amico Street would be nice. Currently, if you miss the left turn at W. Dallas, you have to go all the way to Feagan St. to loop back. (about 1 mile); 6. Office workers in the AIG building jaywalk across Waugh (when eating lunch) between D'Amico and Allen Parkway. Adding some kind of HAWK signal or fencing to prevent them from doing so and requiring them to cross at D'Amico or Allen Pkwy. would be nice--I'm always afraid of hitting them as they stand in the middle of the street. 7. Traffic signal at W. Clay is desperately needed--I've witnessed too many accidents near here. Alternatively, placing a raised median at W. Bell and W. Pierce could prevent people from turning dangerously out into Waugh traffic and force them to turn at a future W. Clay signal.

Justin S., resident

This project is much needed. Congestion at Waugh/Heights makes driving impossible and biking terrifying. In that part of town any project should emphasize options for bikes and I'm glad to see this does.

Bailey P., resident

I strongly support this application.

Martina S., resident

I support this with expanding bike lanes, not just parking.

Rick H., resident

#### **Application ID 167**

*Project Sponsor - Bridgeland Management District*

This expansion of Tuckerton to Katy Hockley Rd is a great idea. Current road options servicing the area are indirect, undersized and in poor condition.



Matt H., resident

I am in favor. I vote yes.

Amy G., resident

Can this new road be built with shoulders instead of curb & gutter?

Tecky S., resident

Dear Sir, I am writing in support of the Tuckerton Road East-West Connector. I live in Cypress Creek Lakes and there needs to be additional access to SH 99 west. This is an important transit area in a fast-growing area that needs additional access to SH 99. Please approve this connector. Sincerely, Michael Owens

Michael O., resident

STRONGLY SUPPORT - This project has the highest mobility value in the Cypress Region...an area that desperately needs East-West mobility solutions (other than US 290). The other important projects for Cypress are App ID 316 (SH 99 expansion - where Safety is paramount due to the huge number of accidents) and App ID 307 (Hempstead Road).

M. Manlen, resident

#### Application ID 184

*Project Sponsor - Houston Parks and Recreation Department*

This endeavor is in alignment with West University Place's 2015 Parks & Open Space Master Plan, and the project directly supports recommendation #9 explore opportunities to create a north-south linear hike & bike trail connecting to existing trails along Brays Bayou and Buffalo Bayou. Approximately 1.1 miles of this project is in the CenterPoint easement near the west boundary of the City of West University Place. If the trail was placed on the west side of the railroad tracks along the CenterPoint easement, it would be ideal and very beneficial for West U Residents to be able to walk and ride bikes safely along this route. Thank you.

Susan White, Parks & Recreation Director, City of West University Place

I strongly recommend and support the Westside/Westpark connector. This will enhance our city in numerous ways.

Jennifer S., resident

Several concerns about security and maintenance. A portion of this would be behind my (and many other) home(s). Who will patrol the area? Will security lights send light pollution into my backyard or window? Who will be responsible for cleaning up beer bottles and graffiti? What is being done to ensure safety of the residents who live near this proposed enhancement? We are naive to think this will not provide criminal opportunities.

Katie H., resident

I ride from Brays Bayou Greenway to Memorial Park almost every Saturday morning. I am forced to ride the north and west frontage roads of 59 and 610W to memorial drive because there is no safe access for cyclist. Completion of this project will create a safe access between these to recreational areas. Thank you for even considering this bike path corridor.

John J., resident

I strongly support this proposed project. I live near Stella Link and Braeswood and work in the Uptown/Galleria area, about 6 miles away. I occasionally bike to work since the distance is short, but heavy traffic at key chokepoints crossing US 59 and the 610 West Loop can make this a harrowing experience. This project would provide safe, convenient access across those choke points and also provide the final link in the biking superhighway between the Brays Trails, Memorial Park and beyond to the White Oak Bayou and The Heights, connecting many west side neighborhoods with major recreational, commercial and employment centers.

Tom C., resident

This will be an important connection. I support this project.

Kris W., resident

Excellent project to use existing rights of way for badly needed north-south connectors

Steve M., resident

This is a much-needed improvement for both commuter cyclists as well as recreational cyclists as well as those who choose to walk or run for exercise.

Norman W. & Mary R., resident

This would be a welcome addition to trail connectivity and is really needed. Please make this one of your priorities.

Norman Warren R., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

When I practiced law downtown at the Federal Courthouse I rode my bicycle to work. It was very challenging and often dangerous weaving through traffic. A corridor allowing cyclists to avoid heavy traffic would improve the commuting experience and save time for both motorists and bicycle riders. I heartily support the West Side/Westpark Greenway.

Kevin G., resident

## **Application ID 186**

*Project Sponsor - Houston Parks and Recreation Department*

I live close to Little White Oak Bayou, and I would utilize such a greenway trail every week if one is constructed! I am in full support of this project.

Jonathon S., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to see that we are expanding the bayou greenways to the north of the city. It will be fun to ride these new trails once they are finished.

John J., resident

This is an important project, I support it.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., resident

### **Application ID 191**

*Project Sponsor - Greater Northside Management District*

Please fund this active transportation project.

Clark M., Bike Houston

### **Application ID 192**

*Project Sponsor - Greater Southeast Management District*

I fully support making these major areas of Houston more connected via walking, bike, and public transit. The area cannot withstand more cars on the roads. The area must become more walk and bike friendly.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

Please continue to invest in bicycle infrastructure. Also, when dedicated bike lanes are created, please ensure they get cleaned like roads do so they don't turn into trash lanes that cyclists would rather avoid.

Rick H., resident

### **Application ID 193**

*Project Sponsor - Brazoria County*

This a great protect for this community.

Zinthia R., resident

I love the work and ideas this project tends to implement for our community.

Tylitha W., resident

Over 435 community residents and stakeholders participated in developing this plan. Our neighborhoods are committed to active transportation initiatives to improve the quality of life in the OST/South Union area. Thank you for your consideration.

Gwendolyn F., resident

Over 435 neighbors and stakeholders in OST/South Union participated in the development of the Neighborhood Greenway plan. We see it as vital to safe and active transportation in our neighborhood and want it considered for funding

JaRita M., resident

Our Go Neighborhood's Strollin and Rollin team has been working diligently for the past 5 years to make this Greenway Bicycle Network project available in the OST/South Union community. Thus, I'm excited and look forward to the new project.

Yocselid G., resident

Funding for this project would dovetail nicely with other revitalization activities planned and/or underway. New residential developments, both single-family and multi-family projects, are in progress or have been completed. A master plan for improving MacGregor Park has been developed and approved by City Council. Friends of MacGregor Park have been engaged in fundraising activities to support implementation of recommended improvements. And as has been recently announced, U of H's medical college will be located across the street from MacGregor Park. TIRZ 7 has allocated funds to improve transportation in and around this major activity center, benefitting adjacent residential areas. Financial support for this project would greatly enhance all facets of transportation in this segment of OST/South Union.

Paulette W., resident

As a 46-year resident of this community, I am very optimistic toward the prospect of having this improvement.

Myra F., resident

Glad to see this community-based initiative is being considered! Here are my comments: â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€¢ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.

Carroll B., resident

Thank you for your consideration of my input. The importance of a robust network of hike-and-bike trails, multi-modal access and greenspace cannot be overstated, especially for a neighborhood like Southeast Houston. This grassroots effort is to be commended for its visionary and collaborative approach. This project specifically, and this kind of project generally, is critical for the physical, mental, social and economic health not just of the neighborhood, but of Houston and the Region as a whole. It stands as an example that can be replicated to make our neighborhoods, city and region a desirable place to live and work in the 21st century and

beyond. In order to support this kind of project, H-GAC should revise its allocation and decision-making process as follows: â€¢ Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. â€¢ H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation. Thank you again for your consideration of my input. Sincerely, Elizabeth

Elizabeth W., resident

I support this cause 100% This is an amazing project and the community will definitely benefit from it.

Julia J., resident

Specific Bullet Points for DISTRICT PROJECTS (ACTIVE TRANSPORTATION) Additional funding should be made available for active transportation projects. \$16M, or 2% of the total funding available, is insufficient to meet the needs of the region as it relates to multimodal access and mobility. This funding can be derived from other categories or could be from anticipated future allocations of federal dollars. â€¢ The benefit-cost information as distributed by H-GAC does not appear to accurately or uniformly evaluate projects based on their merits. A lack of a uniform evaluation process as it relates to the estimated safety and congestion benefits of these projects appears to be causing an unbalanced evaluation. Please consider applying a uniform evaluation metric and re-evaluating these important projects. H-GAC should strongly consider the utilization of a real and functional contingency list to fund and implement projects which are unable to be funded immediately. These projects are important to the community and the absence of supplemental funding will ultimately result in the delay or absence of implementation.

Marquisha R., resident

I support the Neighborhood Greenways project as continued effort to improve health and wellness in the OST/South Union community!

Lashundria B., resident

The community has put a lot of effort into understanding the value of this project to residents as well as promoting and advertising the concepts of a neighborhood greenway. Additionally, students from Rice University collaborated with the Southeast Houston Transformation Alliance's (SEHTA) to better understand how Neighborhood Greenways can impact the health of residents in the OST/South Union community. This team examined baseline health data as well as current mobility patterns and predicted use of a future greenway by residents in the OST/South Union neighborhood of Houston. The team did this by designing and implementing a face-to-face, map-based survey, conducting 199 interviews in multiple locations of potential users. The responses were used to estimate the potential health impacts and the findings provide SEHTA with a greater understanding of how the greenway, once implemented, may influence neighborhood

health. Few other projects have taken such a community approach to design and advertising to involve so many people in the planning and awareness process.

Alan S., resident

Please fund this ped bike project.

Clark M., Bike Houston

I would like to advocate on behalf of the Neighborhood Greenways project to be selected for funding. It would be a great asset for our community.

Tanya A., resident

Please continue to invest in bicycle infrastructure. where possible ensure that lanes are cleaned regularly so that debris doesn't pile up there.

Rick H., resident

I have worked with community residents and leaders of the OST-South Union area over the past several years, and I know how important this project is to them. The MacGregor Park Train improvements will contribute to the community sense of pride, road safety, mobility options, and overall community health. This area has long needed these hike and bike connectors. Currently, road conditions are such that pedestrians and cyclists must brave dangerous traffic conditions and uneven roadways and sidewalks. As a result, many residents who would prefer to walk or bike, are unable to do so. These connectors are especially important in a neighborhood where many residents do not own cars. I strongly support this project and hope that it is funded.

Elizabeth V., resident

#### **Application ID 195**

*Project Sponsor - OST/Alameda Corridors Redevelopment Authority*

Please fund this roadway project.

Clark M., Bike Houston

#### **Application ID 196**

*Project Sponsor - OST/Alameda Corridors Redevelopment Authority*

Please fund this roadway project.

Clark M., Bike Houston

#### **Application ID 197**

*Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10*

The Kingwood area desperately needs the reconstruction/expansion of Northpark Drive. Hurricane Harvey drove that point home. We were landlocked for a period of time; the residents of Kingwood need a reliable route out of Kingwood during flooding events. But even more importantly, the traffic in Kingwood has become incredibly congested. With only two east-west routes out of Kingwood, Northpark Drive is the logical choice for expansion and reconstruction. We very much need improved roadways for both traffic flow and for safety.

Mark B., resident

I am writing to request the Northpark Drive Reconstruction Project. This project is so necessary to the residents and commercial properties located in and around the Kingwood area. The need for access east and west along Northpark Drive and neighboring streets for normal AND critical transportation is long overdue. Ambulance and other first responders will benefit from the expanded roadway. Commuters, residents and all additional traffic will greatly benefit from the expansion of the roadway to reduce congestion and increase safety. Expanding Northpark Drive will enhance the community of Kingwood and bring another emergency route to our area.

Rosemary B., resident

I think we do need the expansion project but need to try to keep as much trees in Kingwood as possible before it gets to look like Houston (UGLY!) They need to make the business's on Northpark update. When you compare Northpark to Kingwood drive, Northpark looks like ugly Pasadena.

Wendy R., resident

I'd like to see the landscaping in the medians of this project mirror the look of Kingwood Drive with lush, natural and local trees & vegetation. This may help save on landscaping costs not just initially but during upkeep & maintenance. This look is part of what makes this area unique in addition to potential cost savings.

Travis C., resident

This project is greatly needed to improve traffic flow in our area.

Ashley C., resident

Kingwood needs this project to reduce congestion as traffic moves into and out of Kingwood. Without this project traffic will only get worse. A prime concern is the railroad crossing Northpark Drive at Loop 494. If there is a train stoppage that blocks traffic alternative routes will be overwhelmed. This has happened several times and emergency vehicles cannot access hospitals that are west of Loop 494 in a timely manner.

Rick A., resident

Let's make it happen and stop talking about it. Let's look at improving, widening, Kingwood Drive and W. lake Houston Pkwy. Finally fix the roads we have. Panel replacements throughout Kingwood following Harvey already show signs of potholes.

Jeremy W., resident

Kingwood is in desperate need of an expansion project on Northpark Drive to relieve traffic congestion.

Gary M., resident

We desperately need NorthPark to be widened. I'm not completely clear on the limitation that states Russell Palmer to 1000 feet east of Woodland Hills. The entire length of North Park Drive needs to be widened. Kingwood Drive needs to be widened as well and police need to be enforcing traffic laws so the traffic flows more efficiently.

Jonathan B., resident

NorthPark is already above the 500-year flood plain - the problem with water overtopping the road is that this is the ONLY section of Ben's Branch that is culverts instead of a Bridge. At I-69 it is a bridge, at 494 it is a bridge, at the railroad it is a bridge, at Woodland Hills it is a bridge, at

Tree Lane it is a bridge, at Kingwood Drive it is a bridge, and at West Lake Houston Parkway it is a bridge. The ONLY place there is a culvert is at NorthPark. During a flood, the bridges have enough volume capacity below them to handle the run off. At NorthPark, during a heavy rain, the water gets constricted, backs up, and swells until it overtops NorthPark - it is NOT otherwise a flood except that it is man-made by poor engineering and construction. The fix is NOT to elevate the roadway - the fix is to make NorthPark bridges like Woodland Hills is, with adequate volume beneath for Ben's Branch to pass beneath. It doesn't matter how high you make NorthPark, if you leave the culverts in with inadequate volume of flow, the water will back up until it overtops any height of road you build there.

Stuart E., resident

I have lived off of Northpark for over 20 years. Adding several more subdivisions, a high school, and allot more businesses has continued to increase the need for expansion of Northpark Drive. Being able to bi-pass the train track, and businesses giving a straight ramp to I-69 for commuters will elevate traffic and increase the viability of business for commerce, instead of what we have now is stop and go traffic to stand still traffic when there is a train or accident. Thank you.

Howard B., resident

There is no question that The Northpark expansion is needed. We seem to get approval, then funds are taken away. The Kingwood community contributes a lot of tax dollars and should receive the badly needed expansion to Northpark.

Tamye J., resident

We Kingwood property owners are STRANGLING from vehicular traffic on both North Park & Kingwood Drives!!! We need help and SOON!!!!!!!!!!!!

Robert & Joan G., resident

Please fund this project so that we have a safe evacuation route out of Kingwood. Harvey was scary. Please ensure this does not happen again. Thank you

Stephanie P., resident

The project is desperately needed in order to give Kingwood residents a way to get in/out of the subdivision if Kingwood drive is blocked. Currently, if there is a train problem, there is not a good way to get out. Also, there is no current road above the flood plain to evacuate in case of flooding (which happened in 2017). Additionally, this road has heavy traffic and needs to be expanded.

Lu Ann S., resident

I believe this project is a necessary evil. The existing in/out infrastructure in Kingwood is insufficient for the current population numbers. I believe we need to simultaneously extend Woodland Hills directly to Hamblen Rd to give residents another in/out route.

Dorothee P., resident

Northpark Drive is a critical thoroughfare that needs immediate improvement. It is one of only 2 ways in and out of Kingwood and is currently backed up daily, not only during peak drive times but also any time a minor disturbance occurs. Please consider making it a priority project.

Kathy H., resident



This concept will only alleviate traffic if there are ramps that connect to Hwy 59 coming out of Kingwood. Everyone will be going over the railroad tracks only to stop at a red light at the feeder road of the freeway. Traffic will still back up into Kingwood!

Reannon G., resident

Would love to see this a reality and it is so frustrating to get stuck by a train when you are already running late because traffic is awful! And it's scary knowing you may not be able to get out in case of an emergency, not even to go to the hospital.

Cindy W., resident

Kingwood desperately needs Northpark Dr to be expanded and for a bridge to be constructed over the railroad tracks. There are accidents and major traffic often to leave Kingwood. This is a safety issue.

Sara H., resident

Please expand Northpark. Kingwood is totally congested and there is no release for traffic to escape. With all the additionally business that has moved to Northpark and I59, there needs to be increased roadways.

Sarah W., resident

As a resident of Kingwood / porter the Northpark Expansion Project is sorely needed not only for traffic flow but for the safety of the men, women, and children that travel on this road in its current state. The area is growing with new homes and businesses in the area and it would be a huge positive impact to the area to have the expansion completed ASAP. Thank you.

Todd F., resident

This project is much needed. I drive Northpark daily and it's a 30 min commute down Northpark during peak traffic- worse if there is a train. Expansion will be very helpful!

Kristen H., resident

Please be mindful of the trees that make kingwood so great when you proceed with this project.

Alex A., resident

I live right off North Park and there is a huge need for this road to be expanded.

Nicole V., resident

I am of the opinion that Kingwood needs to reduce development in order to preserve its charm and Living Forest identity. I love Kingwood as it is. I have no desire to see bigger roads. I have no desire to see high rise buildings. I have no desire to see high bridges or overpasses. For these reasons, I am completely opposed to making roads larger, as larger roads will only invite more development. Where will it end? Please find a better use of these funds.

Kristoffer W., resident

HOSPITAL ACCESS EMERGENCY EVACUATION EXCESSIVE TRAFFIC the only way to access the hospitals, which are west of HWY 59, is Northpark and Kingwood Dr. excessive traffic on Northpark is already hampering access to HWY 59 and getting worse each month. An emergency would make access near impossible. Lives could be lost. during the last flood, Kingwood Dr was impassable east of Woodland Hills Dr, the Lake Houston Bridge was under water. The only way out of Kingwood was Northpark. this makes access to the only hospitals

nearby, Kingwood/Humble impossible. building along Northpark has got top be stopped so that it, Northpark, can be widened.

Jay S., resident

I am a Kingwood resident and live off of Northpark drive. Traffic has gotten so bad that most days it takes longer to drive the 2.5 miles from my home to 59 than it does to drive from Northpark and 59 to 45 via the Grand Parkway. When Harvey hit we were trapped in our neighborhood because Northpark flooded so badly. Kingwood is a lovely community. We are peaceful, and the beauty is wonderful but I am afraid our home values and the desire for people to move to our wonderful community is going to disappear as soon as potential buyers try to leave and realize you are basically trapped by traffic. Thank you for listening to my concerns

Jaclyn C., resident

As a resident that travels on this route daily, I see the need for this being critical. My neighborhood is directly affected as we are in Kings Mills. Our only exit through Northpark - and in times of high traffic it causes us to be stranded. I fear someday there being an emergency situation in our neighborhood and the only possible way in or out is gridlocked due to the traffic. Also, while being stuck in traffic on Northpark I have seen emergency vehicles needing to drive the wrong way down the street just to get past the traffic for almost a mile, from loop 494 past Russell Palmer, and not responding to an accident on Northpark, just the typical traffic. It is not only a rush hour on weekdays problem either, during the weekends it is almost impossible to leave Kingwood any time past noon due to traffic backups. A simple trip to the grocery store less than a mile away takes almost 30-40 minutes. These traffic backups are then perpetuated more when a train comes through, at that point add another 30 minutes to a delay. Another issue is turning left from 494 onto Northpark, there is often a backup that takes at least 3-4 cycles of the left turn light to get through the light, totaling over 20 minutes waiting just to turn left. This also causes traffic on southbound 494 to backup for over 1/2 mile.

Eric W., resident

This area of Kingwood (Northpark at 494) has so many issues that this project would address: congestion due to limited lanes/turn lanes, backup up traffic due to trains crossing, inability to access due to severe flooding, and more. Kingwood in this area is growing both commercial and residential construction/traffic. We need our roadways to keep up with the populations/times. Please fund this project!

Rebecca M., resident

Kingwood traffic has gotten so bad anything that can be done to alleviate some of it would raise the quality of life substantially.

Steven F., resident

I am of the opinion that the North park expansion needs to be funded as quickly as possible so that improvements can be made to improve the access in and out of Kingwood. Traffic on North Park westbound will consistently backs up all the way to Russell Palmer during rush hour and on the weekends. During evening rush hour, traffic will back up onto and down the feeder road. This is not only a hardship to residents trying to enter and exit Kingwood, but it is a major safety concern if there is a mass exodus of residences during an emergency evacuation. The problem is compounded when a train comes down the tracks as well. When there is a problem and the train has to stop, either North Park or Kingwood Drive, or both routes are sealed and there is no

exiting Kingwood. Please consider moving forward with the necessary actions to remedy the mobility issues we face in Kingwood.

Lee W., resident

Yes, the roads and traffic are horrible in Kingwood. Some of this could be helped by limiting continual construction here. The City needs a planning and Zoning commission.

Don H., resident

Hurry up! This project is desperately needed.

Curtis L., resident

The expansion of Northpark Drive in Kingwood is vital to our community. The 2 main roads out of kingwood which access Hwy 59, Northpark Drive as well as Kingwood Drive, are in desperate need of expansion. If Northpark is expanded, it might decrease some of the traffic that backs up on Kingwood Drive ever morning and afternoon. The expansion of Northpark would hopefully encourage commuters to travel Northpark as opposed to Northpark and kingwood dr, which would hopefully clear some of the traffic that backs up every day on Kingwood Drive. The train that travels down 494 multiple times per day also adds to the trouble with traffic on Northpark as well as Kingwood Drive. The proposed flyover will significantly decrease the daily backup that occurs on Northpark. Our community is continuing to grow and the expansion of Northpark is vital to our community. Thank you for your consideration. A concerned 11-year kingwood resident.

Meagan S., resident

Much of the traffic problems is between Russel-Palmer and 494. Are these plans including that area?

Tracey I., resident

Conducting even the minimum traffic study and analysis, strongly suggests that widening "Ford Road" is far more effective in reducing the congestion on Northpark Drive. In addition, the price to widen Ford Road would be significantly cheaper, since the utilities and drainage modification costs are much less. The question of why and who is promoting Northpark Drive widening needs to be answered now not later by a court.

Fred H., resident

Please do the proposed improvements to Northpark Drive. Traffic is so congested it has become a safety issue for residents

Ed M., resident

I have lived in Kingwood for 39 years. I have seen traffic and congestion on North Park Drive and Kingwood Drive increase yearly. Getting out and getting back in Kingwood certain times of the day will take in excess of 30 minutes. Went you had a train and another 30 minutes. Between both roads North Park has been selected to be the first one to be improved to ease congestion. IT IS ABOUT TIME! Kingwood is the home of 70,000 people. This would be the first major improvement for Kingwood. I do not know what the 28 projects preceding the North Park project are but North Park must be funded and therefore moved up in priority and started soon.

William B., resident

No expansion is needed of North Park Dr. in Kingwood. The street flows very well now, in fact, it generally flows higher than the speed limit. The only restriction to flow is caused by the traffic light at the 494 intersection.

Barney M., resident

At present, Kingwood only has two ways to get out of the subdivision, Kingwood Drive & North Park Drive. During heavy traffic, both roadways are very congested & more homes are being built as we speak. If there is a train, the traffic is backed up for miles & takes forever to recover on both Kingwood & NorthPark. Trains run at all hours but seem to hit at rush hour a great deal of the time, which makes a bad situation only worse. Any help to alleviate this, only worsening situation, would be greatly appreciated.

Bill W., resident

I have lived in Kingwood in Hunters Ridge subdivision and use Northpark Drive since 1991. We desperately need a expansion of Northpark Drive and a bridge over the railroad tracks and mushrooming business and residential development along Northpark Drive to facilitate the huge traffic increases.

Pauline A., resident

I strongly support the expansion of North Park Drive. It will play a vital role in alleviating traffic congestion in the Kingwood area.

Nancy Jo D., resident

I live in the NorthEast section of Kingwood and take Northpark to and from work every day. This road has the worse traffic in Kingwood, taking upwards of an extra half hour to get in and out at peak traffic times. There are major commercial construction projects in the area that will only worsen the traffic, plus additional housing being built adding more people and cars. Additionally, during the flooding for Hurricane Harvey, we had no way of getting into or out of Kingwood for many days because there is no elevated road into Kingwood. This project is desperately needed to facilitate the continued growth of Kingwood and mitigate safety concerns during Hurricane season.

Kyle I., resident

This project will not only alleviate traffic conditions but is also vital to safety and security. It will allow access for emergency vehicles to highly populated areas that are often isolated due to traffic, trains and weather/road flooding conditions. Please consider not just the convenience but also the safety of the citizens of this area.

Cynthia B., resident

Northpark Dr. expansion project is critical to all Kingwood residents to solve long standing infrastructure requirements as well as improve Harris County evacuation protocols from neighboring areas in the event of hurricanes and other disasters. We are residents of kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. This project is the first that area residents deemed critical following a year long process called "The Kingwood Mobility Study" several years ago. This project should be prioritized at the top of the current list by H-GAC and is critical to the safety and wellbeing of Kingwood and its surrounding neighbors.

Fred B., resident

I have lived in the Kingspoint village of Kingwood since 1994. During this time there have been no significant improvements to either Kingwood Drive or Northpark Drive. Kingwood has continued to grow, now has 2 high schools and the traffic density on both of these major roads is very heavy during the peak travel times. An improvement is overdue! We pay significant property and sales taxes, it's time that Kingwood's main roads were improved. The Northpark Drive Reconstruction Project would be a first step in improving traffic flow in the Kingwood area. Please give it high priority. Thank you.

Robert W., resident

I'm all for this project. We recently moved to Royal Brook and can't even take Northpark Drive to and from work. We have to go all the way to Porter/Conroe exit. With a 3.8% tax rate I expected a better commute and community. We moved to Kingwood for its beauty and tree preservation. We rarely see it with the routes we have to take. We are in Harris County, but forced to drive in the run-down parts of Porter in Montgomery county behind our subdivision.

Mar T., resident

This Project is way past due! This has been needed ever since the neighborhood was expanded and St. Martha's catholic church was built off of Woodridge Pkwy and Northpark Dr. Traffic is a nightmare in the morning and in the evenings! Actually, all day east and west bound on Northpark Drive. Please put this project at the top of the list!

Kimberly T., resident

Strongly encourage the need for this project to move forward since Kingwood is in a floodplain for public safety to ensure egress and ingress during flooding periods.

George C., resident

Traffic in Kingwood is a nightmare! This would help. I also believe roundabouts would help a lot too. Also a bridge going over the train tracks on Northpark and Kingwood dr.

Jessica B., resident

The expansion of Northpark Dr. is a necessity. Living in the back of Kingwood takes 25-45 minutes just to get to the 494 Loop. Please prioritize this project for safety (evacuation purposes) and quality of living. Thank you.

Leah B., resident

I travel down Northpark every day and it is a complete mess. The road is dangerous where it crosses the railroad tracks. It is one of three ways out of the back of kingwood. Each way out is a maximum of two lanes. None of these roads has been expanded in 40 years. Please expand Northpark.

Alex P., resident

I live in Kingwood (over 25 years) and both exits Northpark and Kingwood are horrible, well past their useful life and need upgrades. For years I took Northpark because Kingwood was so bad but Northpark has easily surpassed it with new development. This area now has well over 100,000 residents who try to use these two exits. The traffic controls are terrible, and a busy railway track Combine to bring traffic to a standstill. A railroad overpass is needed in the worst way. A two-mile trip takes 15 to 20 minutes on many occasions, which impacts first responders as well as residents. I urge you to approve the funds necessary to upgrade and replace Northpark Drive in Kingwood

Edward T., resident

To whom it may concern: I have been a resident of Kingwood for the past 10 years. Since, I have been here we have grown, and traffic has become more congested as expected. Since Kingwood was built in the nook of the confluence of the East San Jacinto (Eastern boarder of Kingwood) and the West San Jacinto River (Southern border of Kingwood), the residents of Kingwood are limited on access in and out of the area. There are basically 4 main ways to access Kingwood. They are as follows: Kingwood Drive (West Side) North Park Drive (West Side) Mills Branch to Ford Road (North Side) West Lake Houston. (South Side via Bridge) My background is in Environmental with 20+ years' experience in Emergency Response and Hazardous Waste and Materials management. I'm 40-hour HAZWOPER trained and have responded to Hazmat situations numerous times. I have also developed and implemented Contingency Plans as well as Risk Management Plans. The concern I have and reason for my comment is the access in and out of Kingwood (Except West Lake Houston Bridge), requires residents to cross the same Union Pacific (UP) railroad track to exit out. If there were a train car derailment that involved Hazardous Materials that would require evacuation, it would be very difficult with one or more evacuation routes blocked. There are many hazardous materials transported on these lines. Just look up the placards as they go by like I have. The 2 main roads that most residents utilize are Kingwood Drive and North Park Drive. These 2 roads at the railroad track are approximately 1.3 miles apart with a neighborhood exit in between. With the average train length being 1.25 miles, it is possible that both of these intersections could be blocked at the same time. I thought it was important to bring this up as there have been times that the railroad tracks have been compromised causing one or more access points to be blocked and limiting the access in and out of Kingwood. This also limits access to the closest hospital, Kingwood Medical Center. I emailed this information back in January of 2018 to the City of Houston Office of Emergency Management with no response. I feel my points are valid and need to be addressed. Thank you for your time.

Nicole R., resident

Northpark absolutely needs to be funded. When a train or accident occurs, no traffic can move (there are no alternative roads to clear the way). This frequently causes delays of up to 35 min to move from Russell Palmer past 494. It is also a public safety concern as emergency vehicles are unable to pass through.

Carrie M., resident

Please for the love of god hurry up with it already. Northpark is too crowded. No account is taken to traffic when more and more neighborhoods are built and as it stands now with flooding we are trapped in kingwood if there is a flood.

Kate B., resident

Have lived in Kingwood for years now and as expansion has happened deeper in Kingwood/porter Northpark drive as it currently sits is not a viable option for anyone leaving Kingwood and going to 59/69. The traffic at certain parts of the day is horrendous.

Sean S., resident

As a nearly 10-year resident of Kingwood, I can attest to the need of an expansion of Northpark Drive in Kingwood. Currently, at any given time of any given day, there is a high probability of spending 20 or more minutes to traverse 1 mile of roadway between Russell Palmer and Highway

59 (I-69). This is continually growing as more and more sections of forest are clear cut to add more housing. I live on the Harris County/Montgomery County line in Elm Grove Village and just west of our neighborhood (in front of Kingwood Park High School), there is a large-scale project that began just last year (in the Montgomery County side) that will undoubtedly add dozens and dozens more houses and vehicle traffic to our immediate area. It is amazing the amount of growth a confined area of Kingwood has experienced in just the past decade. It's sad to see so much forest demolished, rather than coordinated planning to allow salvaging mature growth trees, but it is the world we live in where fast money takes priority over careful planning. Another concern is when one sees an ambulance in their rearview mirror rushing some unfortunate soul to the hospital down Northpark. God help them if they need immediate medical attention. There is no shoulder to pull over on, and frequently sitting in bumper to bumper traffic is the only option. Please consider this need from your local tax revenue donors.

Zachary M., resident

I support the Northpark Expansion Project

Alexander V. resident

Kingwood would absolutely benefit from this expansion as the average person is spending 30-45 min in traffic daily just to get to the freeway. Many people are taking alternate routes, which is causing further congestion.

Melissa S., resident

I am fully supportive of the proposed expansion to Northpark Dr. Most importantly, I was relieved to see the inclusion of a bridge over the railroad tracks and 494. Ever since my family relocated to Kingwood in 2013, I have been concerned by the fact that every major entrance and exit to such a large master-plan community is inhibited by the railroad tracks. This was especially anxiety-inducing when I was pregnant and realized that there was no direct way out of Kingwood (and, therefore, to a hospital!!!) except by crossing the tracks. The realization that an accident on the tracks could potentially leave me stranded and unable to get to the hospital, while a very unlikely scenario, still caused me some anxiety. I am relieved to know that with this expansion, people experiencing medical emergencies in the future will no longer be at the mercy of the railroad tracks and lights at 494 in order to get to the hospital. I look forward to seeing how the plan works out!

Hannah O., resident

My family and I have been residents of Kingwood since 2012, during which time we've traversed Northpark Drive, as well as the surrounding Kingwood area sufficiently enough to voice and support the need for the Northpark Expansion Project. Having been annexed some years ago, the residents of Kingwood are an integral part of the Harris County tax base and community despite the fact the entire community is subject to near complete blockage by a railway that controls access between Kingwood and Interstate 69/Highway 59. That is to say at any given moment, the thousands of residents in Kingwood are subject to sitting on Northpark Drive, backing up for miles and blocking entrances to businesses and residences alike, simply due to a passing train, or slow working or dysfunctional traffic light at Northpark Drive and Loop 494 and/or Interstate 69/Highway 59. An expansion of Northpark Drive coupled with an overpass over Loop 494 (and hopefully direct access to the Highway) would allow Kingwood residents to not only have quicker and uninterrupted access to their "commuted-to" businesses; it would also provide additional



access to and from Kingwood in case of an emergency (recent memory Harvey). The access issue goes both ways as well. Too many times has an ambulance been stuck in bumper-to-bumper traffic on Northpark Drive with nowhere to go (nor the traffic blocking its path) due to the limited space, and crippled access to the Freeway. New businesses along Northpark Drive between the Freeway and Loop 494 (HEB/Showbiz Theatres/various restaurants) have further congested the area, with many of the patrons of those business being non-Kingwood residents. That is, non-Kingwood residents are accessing businesses that site between Kingwood and the Freeway, which causes additional congestion at the Northpark Drive / Loop 494 and Northpark Drive / Highway 59 intersections. Meanwhile, Kingwood residents are continuously backed up on Northpark Drive. This expansion is crucial.

**Brett H., resident**

We desperately need expansion of Northpark Drive. There are times I cannot get out of Kingwood.

**Angela L., resident**

The Northpark Drive Reconstruction Project should be considered for approval for multiple reasons. Northpark Drive is only 1 of 2 roads that enter Kingwood from Highway 59. The traffic backs up in the rush hour traffic times and on weekends as the population of Kingwood continues to increase. In addition, the proposal includes flood mitigation. It is not uncommon for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.

**Linda H., resident**

Given the flood prone nature of this road, as well as the existence of the railroad track over both Northpark and Kingwood Drive, it is imperative that the Kingwood community and first responders have a way to reach Hwy 59 (including Kingwood Medical Center and Memorial Herman Northeast hospitals) in the event of flooding or a stopped train/rail incident blocking Kingwood Drive and Northpark Drive.

**Jeff B., resident**

traffic congestion is awful!! The delays on emergency exits can be life-threatening!!!

**Daniel B., resident**

traffic congestion is awful!! The delays on emergency exits can be life-threatening!!!

**Marlene B., resident**

I have lived in Kingwood for 25 years and have seen our population increase tremendously but no widening of our 2 major roads has occurred. This has created major congestion and safety concerns since neither of our major roads (Kingwood Drive and Northpark) have a flyover to bypass the railroad tracks in case of an emergency. This project is greatly needed for public safety. Widening of Northpark would help traffic congestion and safety. I would strongly suggest that the flyover at Hamblen will not be needed if Northpark is widened and has a flyover across the railroad track. I live on HAMBLEN Road and do NOT want the re-routing of Hamblen. My neighborhood will see increased traffic due to this re-routing. The safety of the Hamblen/ 494 intersection could be handled with a traffic light and it would be a much more efficient use of



taxpayer dollars! Please do not re-route Hamblen but instead use these funds to widen Northpark!! Thanks.

Ramona R., resident

Please do not fund this project. While there are issues with Northpark, this is a ridiculous enterprise that will make traffic in Kingwood a complete nightmare for the many years it will take to complete, as well as cost us many businesses that will pull out of the area because access will be compromised. No one in Kingwood really wants this monstrosity at our entrance.

Sara M., resident

It seems to me that this project is already going to happen, I would only ask that we keep as many local/native plants and trees as possible. The eyesore of a storage unit on Northpark has already pushed wildlife further and made the drive home so much less peaceful. In regard to flood mitigation the more grass/soft soil that is left available the better our community will fair.

April H., resident

Hi! Please approve this project! kingwood is very limited in entrances from the main highway. take a look in this comparison: Woodlands: 3 depth entrances to the West in 1.5 miles. From Research forest Dr to Woodlands Pkwy. Kingwood: 3 depth entrances to the Est in 3.2 miles. from Kingwood Dr. to Ford Rd (Ford Rd is only 1-line p/side). That's less than half! if any accident happens during peak hours, the options are really limited. Now think about the situation during an emergency. thanks for your time!

Jose Antonio B., resident

Kingwood residents and visitors to Kingwood have been in desperate need of this roadway expansion project for years. It is not just the time wasted on this congested street, but the hazard of the wide-open ditch next to the road and the low elevation placing it in the flood plain. We hope the City of Houston will fund and execute on this well thought-out and vital project.

Neil G., resident

Hello, and thank you for the opportunity to share. Regarding this project the main reason for my support is the growth in the area relating to traffic and emergency response or support. No matter how you decide to leave Kingwood it can be very difficult and delayed as the community continues to grow. I live toward the back off Mill Branch. I think I can speak for most of us that this project would greatly enhance the community flow, safety and quality of life. Thank you.

Elliott S., resident

The North Park expansion is necessary and much needed. It can take 30 minutes to get from the back of Kingwood to 59 with backups on North Park. Many new businesses and neighborhoods have been built in Kingwood in the past few years making getting in and out of Kingwood a nightmare with traffic. Please expand North Park!

Liz B., resident

Our community needs this project. Our roads are jammed packed and backed up several times a day. If you need to evacuate currently one would use other routes though subdivisions and side roads. This is not how it should be. Please fund this must needed project.

Julie R., resident

Northpark Drive Expansion Project. I have lived in the same location (2607 Silver Falls Drive in the Hunters Ridge Subdivision in Kingwood, TX) off of Northpark Drive for the last 26 years. I support the Northpark Drive Expansion Project. This main road into Kingwood has become a traffic nightmare, many times (especially during typical commute times) traffic is backed up over a mile and it travels at a snail's pace. Northpark Drive is one of the most heavily traveled roadways in Kingwood. Improving the traffic flow and safety along Northpark Drive is critical. The population and expansion of the number of homes in Kingwood has grown substantially in the last 26 years but Northpark Drive has not expanded. The Northpark Drive Expansion Project will provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. During Harvey we could not evacuate via Northpark drive due to high water on Northpark. If Northpark Drive is not expanded, you will see many Kingwood residents moving out of Kingwood to other areas and the property value declining as well as the tax base. Already a few of my neighbors have reluctantly left Kingwood due to the traffic issues. Please support the Northpark Drive expansion project.

Jeffrey P., resident

My family will really appreciate that this project can be implemented. The struggle every mornings and evenings due to the traffic affects our quality of life.

Japhet D., resident

Kingwood area has out grown the current roadway, Northpark Drive. Replacing the current roadway should be a top priority for improving Kingwood traffic flow. The added safety for residents to exit Kingwood using a new roadway that does not flood and has an overpass over the railroad tracks is greatly needed. I personal commute Northpark Drive daily as I live in the back in Mills Branch Village. The added lanes and overpass will reduce my travel times so i can spend more time with family instead of sitting in backups on the current roadway. I would be happy to deal with the construction knowing we need this badly in the Kingwood area. Please fund this very important infrastructure project.

Jason W., resident

Having lived in Kingwood for 20 years I have seen the negative impact on traffic flow that development has created. My elderly mother now lives off Northpark, making it her primary route in and out of Kingwood. The traffic can be stacked up from 494 all the way to Russel Palmer almost any time of day. The same happens frequently on the eastbound side as well. It concerns me because emergency vehicles cannot get through as there are curbs and ditches and no shoulders for cars to pull off into. I have seen an ambulance get stuck and it worries me for the health and safety of the person who clearly needed to get to the hospital quickly. It seems this project would be huge for relieving the frequent congestion. Since annexation, the City of Houston has reaped the benefits of steadily increasing tax revenue due to increased construction and home property values. It is time to invest some of that back into the infrastructure to keep those living here safe, as well as to keep property values up, which ultimately leads to more revenue, it's a win, win as I see it.

Jennifer A., resident

The project is great. I hope it will not take a long time to do it and the traffic will be a big problem during the construction.

Luminita G., resident

Do not clear-cut the trees, landscape it like the Livable Forest that it is. Have signage that is typical of Kingwood Pride!

Josie R., resident

All of Kingwood only has 3 streets in and out. One is Kingwood Blvd, one is Mills Branch (belongs to TxDot, is long, narrow, only heads north and will not relieve anything), and last is Northpark drive. Kingwood Blvd would much more expensive and take longer to widen. That leaves one street left, Northpark. If you all don't want to fund this project, then stop the development, because people keep pouring in and the ways in and out of Kingwood have not changed. Heaven forbid we all needed to get out, especially because of our proximity to the lake, we would gridlocked. It's more than about convenience, it's also about safety. Please fund this project.

Venus P., resident

The Northpark Expansion project is essential and long overdue. Traffic on Northpark is extremely heavy. In recent years Kingwood Park High school was constructed along with several additional communities very near Northpark all negatively impacting already difficult traffic. When there is a train stopping the traffic on Northpark the backups are extremely long with 20-30 minutes additional minutes needed to get across the tracks and access I-59 freeway. When the city permits all these new subdivisions to be constructed there needs to be a plan to allow roads to keep pace and ideally require developers to carry some of the cost to expand and improve roads. This project is so needed, please prioritize the Northpark Expansion project.

Kathryn B. resident

Please approve the funding for this! Getting in and out of Kingwood on any of the main roads to and from work is a nightmare. With at least one expansion it will ease some of the commute congestion. The commute time inside of Kingwood is longer than the time I spend on the freeway. It's crazy!

Trina B., resident

This has been badly needed for some time! Please move this up the list for funding. It will bring relief to all of Kingwood.

Michelle L., resident

This project is very much needed and is years overdue. The railroad overpass will be a great benefit to all. Cut all the red tape and Get this done asap.

Michael R., resident

Please fund this project. Traffic on Northpark Dr in Kingwood is just horrible, and it can take 20 to 30 min to sit in traffic trying to get out of Kingwood. Please please fund this. We need it desperately. Thank you for your consideration.

Daniel T., resident

This should be a high priority project. Currently, one train can block both major roads into and out of Kingwood. If this happens as a result of flooding (flooding has already washed out the rail bridge over the San Jac), flood waters will block yet another exit from Kingwood (Lake Houston Pkwy bridge over San Jac). Completing this project is also a necessary prerequisite before the inevitable widening of Kingwood Dr. can happen.

Sean H., resident

My wife and I are twenty-six-years Kingwood residents. The Northpark project has our full support. It services part of Kingwood that is experiencing the largest residential and commercial growth now and for years to come. Northpark is already the most difficult location to enter and exit Kingwood. This project will also tangentially relieve some of the traffic pressure on Kingwood Drive which is also ranked and one of the highest traffic roads in Houston. I have seen blog comments discouraging relocation to Kingwood due to the heavy traffic on North Park. It is hurting our community in wasted time, property sales and safety. Please move it up on the project list.

David S., resident

The North Park expansion is definitely needed. Traffic is getting worse by the day. The more it gets built up the worse the traffic is going to get.

Anna R., resident

Northpark drive will definitely need this project. With all the developments and new neighborhood (Woodridge Forest, Royal Brook, Kings Mill & Woodridge Village[new]) in the area, this expansion will help relieving the traffic in this growing community. This will greatly benefit all of kingwood residents as there are only three main entrance/exit thru kingwood (Northpark drive, Kingwood Drive & West Lake Houston). Just imagine hundreds of new house and thousands of new residents plus the new developments in the area on top of the already big population of kingwood on a 4-lane road (Northpark Drive). One lane on each side will definitely help all of residents of Kingwood. Northpark drive needs to keep up with the developments in the area.

Rafael Y., resident

Good morning, I would like to provide a comment of support in favor of the Northpark Drive Expansion (overpass of 494). A a resident of Kingwood, this is a very critical support for the Kingwood area. Northpark Drive is one of 2 major exits from the Kingwood area. During Harvey, both Northpark drive at 494 and Kingwood Drive were flooded and there we no way to exit Kingwood. With an overpass, the low area of 494/Northpark would not be a problem. In addition, with all the retail development happening at the front of Kingwood, the traffic into and out of Kingwood can get very long due to the light at 494. It can take 30 minutes or more to get from the back of Kingwood to US 59. Please move up the priority of the Northpark project and include in all possible funding sources.

Kevin C., resident

Please fund the Northpark Drive Reconstruction Project.

Daniel F., resident

I drive this stretch every day. It vastly needs improvement. The amount of accidents during rush hour is astounding for this stretch. I very much support the proposed project.

Paul F., resident

Plant more trees. See the portion of W. lake Houston Pkwy near Kingwood Dr. with Oaks planted on each side of the road.

Nikki B., resident

Increased population in the area has made it increasingly difficult to enter or exit the community on Northpark Drive. Continued housing and much needed economic development north of

Northpark Drive will only exacerbate the situation. Coupled with the railroad crossing just east of the 494 Loop, traffic backs up for almost a mile during peak travel times. Emergency vehicles cannot easily transit the area during those peak times.

Donald M., resident

We currently office off Russell Palmer Drive which is less than half way from Woodland Hills Drive and 494. Most mornings our drive to the office takes us 10+ minutes to drive the distance to our turn off. Also, on days when we need to head to IH69 and beyond, the drive from Woodland Hills to IH69 takes upwards of 25 minutes. Shopping down North Park has become an impossible option and we have had to adjust our shopping to areas farther away. We ask that the North Park expansion be approved and for construction to begin as soon as possible. Thank you for your consideration, Robert J Robertson Kingwood resident for 30 years

Bob R., resident

If this work does not get done there will be no road out of Kingwood that did not flood, potentially risking harm to over 80,000 people living in the Kingwood community. Northpark Drive is vital emergency route out of Kingwood. Northpark Drive is one of only 3 roadways to get out of the Kingwood area. All three flooded during Harvey. Northpark is the only one even being considered for reconfiguration that would keep it above the flood plain. West Lake Houston passes over the San Jacinto. Kingwood High School is on the opposite side of Kingwood Drive from the river, and Kingwood HS was flooded and closed for almost a year. That leaves Northpark Drive. It too was flooded, but at least there is this remedy in the works, assuming it is funded.

Christopher R., resident

Northpark Drive needs expansion for traffic flow reasons as well as safety/evacuation reasons. Northpark drive is one of only two main roadways into and out of Kingwood. If Kingwood ever had to evacuated, it would be a disaster. Also, the flyover of the railroad at 494 is necessary for similar reasons. If a train were to derail or even just get in an accident, it could easily block both Northpark drive and Kingwood drive. That would leave Kingwood trapped. It's not a matter of IF some of these scenarios happen, but when.

Lara B., resident

This project needs to happen. Not sure why it is not ranked low enough to qualify for the funding considering the lack of ingress and egress in Kingwood. The roads and care of the roads by the City of Houston is ridiculous. It is time for some of the tax payer dollars paid by the residents of Kingwood to be reinvested in the community instead of going towards Mayor Turner pet projects.

Jeremy W., resident

I have lived in Kingwood since 1990 and have traveled down Northpark Drive throughout the years. Traffic down Northpark Drive has increased tremendously and if anything happens it becomes a disaster. This project is essential because there are only two ways in and out to Kingwood; Northpark Drive and Kingwood Drive. This project is long overdue and needed.

Marvin S., resident

This expansion would not only greatly improve the roads but the constant congestion of Northpark for Kingwood drivers. I urge you to please vote for the passing of this project. Thank you for your consideration.

Kara S., resident

The expansion of Northpark is vital for the Kingwood area/Northeast Houston. With only one exit out of Kingwood that does not cross the railroad tracks on 494, this is a concerning safety issue from an evacuation standpoint. In addition, the road rework will help alleviate Northpark's closure due to flooding. From a traffic flow, this improvement is desperately needed, I travel Northpark every morning and evening on my commute. Most mornings it is a 20-minute commute at 7 am from W Lake Houston to I 59 and up to a 30-minute drive east in the evening. In addition, I commonly see people stopped on the tracks waiting for the light to try and squeeze as many cars through a light cycle as possible. Thus, offering a bridge/flyover option would help reduce this dangerous behavior as people would not suddenly have to stop and be stuck on the tracks. Thank you for the opportunity to comment.

Diane C., resident

I believe this expansion will be a great thing

Troy S., resident

The Northpark expansion project in Kingwood has been in the development process for several years and is very much needed by the Kingwood community. Ingress/Egress There are limited routes available for routine access to the community. On a daily basis the traffic is backed up for blocks attempting to leave the city. In the event of a weather emergency the situation is exacerbated, and it becomes almost impossible to get in or out of Kingwood. Safety There is currently not anyway to access US 59 and nearby hospitals without crossing railroad tracks. In the event of a blockage of the track's emergency vehicles cannot get in or out of Kingwood. Flooding Northpark continues to experience flooding during heavy rains which needs to be addressed. The proposed project will address all these issues and needs to be addressed now.

Jerry D., resident

The Northpark expansion project is needed and way overdue for the area. There has been an increase in construction of homes and businesses and an emergency evacuation route would help ensure the safety of residents in the Kingwood area. Due to the positioning of Kingwood, evacuation routes are VERY limited and need to be able to handle a large volume of vehicles.

Lisa M., resident

WE MUST START THIS PROJECT ASAP, BECAUSE THIS INTERSECTION AND THE RR TRACTS ARE ALREADY TOO DANGEROUS!!

Lloyd J., resident

Please expand North Park Drive and improve the drainage. Please either re-route the rain tracks or build the proposed bridge over them. I would like to see North Park expanded to three lanes on both sides from Woodridge to I-59.

Sally S., resident

This needs to happen before something horrific happens and the city gets sued. I've lived in Kingwood since 1990 and I have never seen anything like this. How is the city going to allow builders to build thousands of houses and not do a thing about the roads? My daughter has epilepsy and if I ever needed to get to her school or home because of an emergency, it would be impossible. Ford road is getting over loaded now. Maybe the city is conducting an experiment? I'm not sure. Maybe they are trying to see how many people they can shove into a tiny area before no one can get out or in! Oh, but somehow the city manages to approve the west lake

Houston parkway extension pretty fast in order to get more builders to build and once again, more people in this tiny city. I work for a highway construction company and it's very obvious someone is getting rich off of Kingwood. More houses = more taxes, but Kingwood gets zero road expansions in the last 30 years! BUILD THE NORTHPARK EXTENSION before anything else is allowed to be developed!!!! I don't understand why this has taken this long or why this is even being handled like this. We don't need any more houses or community centers or libraries or BS full depth repairs or sidewalks!!!! Thank you for Your time, I hope you do the right thing.

Natalie C., resident

Northpark expansion needed.

Natalie B., resident

This project is a must considering Northpark Drive is the same as it was 40 years ago, but the population of Kingwood has grown substantially over that time period. We have a large amount of people that pay a lot in property taxes but feel neglected regarding our main roads in and out of the Kingwood subdivision.

John R., resident

Please please widen Northpark road in Kingwood. The Northpark project would lessen the traffic jams that occur going in and out of Kingwood. Having the train cross Northpark also effects travel flow. We need this. Thank you.

Carol T., resident

I've lived off NorthPark since 1995 and the new business and home construction is busting at the seams. This has led to terrible traffic and horrible drainage issues. If the engineers believe this will help, then please complete the project to help us.

Jason G., resident

I'm excited.

Makayda H., resident

This project is an absolute must do now for Kingwood. The sooner we can get it funded, started and completed, the better for everyone concerned. The project benefits Kingwood residents in so many ways. The inconvenience of construction on a major intersection and roadway is more than tolerable when we consider the outcome. Kingwood needs this done now.

Robyn P., resident

I endorse the improvements needed for the Northpark Drive Reconstruction Project. The current two-lane roadway for Northpark Drive is insufficient for the day to day traffic demands. The railroad crossing, and heavy traffic also jeopardizes the flow of emergency vehicles (fire trucks, ambulances, etc.). The cost of this project will be reduced if this project is funded and work started ASAP.

Mark P., resident

We need this expansion! The growing population of Kingwood has far exceeded the traffic capacity currently available. Also, Harvey taught us we have a great need for a safe exit during times of flooding.

Heather R., resident



I have been a long time (24 years) resident of Kingwood, living in Kingspoint. Northpark is a major egress access route during storms and flooding. We were trapped in Kingwood for a number of days during and following Harvey. This is an unacceptable situation. This city owes its residents at the very least the ability to escape during disastrous flooding, which as of yet has not been properly addressed and fixed. Not until the dam gates are installed will there be a reasonable expectation that Kingwood will not be subject to such flooding again. This project should be a number one priority for the very city that annexed it without permission. Time to convince us this was in our best interest.

Clark B., resident

My comments are as follows: - I have lived in Kingwood since 1972 - When Northpark Drive was built it alleviated much of the then traffic on kingwood Drive - Slowly over the years, since Northpark was built, I have witnessed incredible changes to this roadway - It used to be that Northpark Drive was busiest on weekdays - It is now common for most folks like myself to wait 15 - 20 or more minutes to get from Woodland Hills to Loop 494 (even longer when there is an accident) - When there is a train crossing the problem gets even worse, the traffic backing up to almost Woodland Hills on busy mornings (not to say emergency crews have a difficult time going thru this area) - The same is now true on Saturdays (even Sunday mornings) the traffic jam is "insane" for a weekend day - What worries me as well as my family and friends is the ability for emergency vehicles to get out of Kingwood in a timely fashion, I've seen ambulances & fire rescue crawl thru traffic just to get to Loop 494 - What's worse is that people are now finding smaller back roads to travel thru (breaking speed limits and running stop signs) just to find another way out of Kingwood - What that has done is create more accidents along Loop 494 north of Northpark where there are no lights to monitor traffic flows and allow safe passage onto 494 (Montgomery Counties problem now!) - After viewing the renditions of the new and improved Northpark Drive it would be a shame if the City and related entities do not get this projected completed in a timely fashion - Hopefully there will be a flyover connector so that commuters can quickly access south Hwy 59/69 in the mornings thus alleviating more bottlenecks and traffic jams I appreciate your time and taking all items into consideration for this project to move forward soon !

Bruce C., resident

Changes are crucial, so Kingwood can thrive. We who must use North Park Drive see daily backups when trying to get in and/or out between Woodland Hills Drive and Hwy 59 daily. The elevation of the road from rain causes wrecks and very slow conditions. Soon additional railroad tracks will be added along 494. Currently drivers are held up getting into Kingwood and out because we have to drive over the tracks once they are clear. The Kingwood residents have been told that 44 trains will be added to daily traffic. Our traffic is at a critical stage now. We need to have the expansion including the evacuation routes. Currently we cannot exit here in time to save residents. HELP.

Linda R., resident

We definitely need the Northpark Road Construction Project. The two main roads heading out of Kingwood are blocked on a daily basis by the United Pacific railroad. Not only does this cause major traffic jams, but it keeps the emergency vehicles from being able to get to the nearest hospital. Having an overpass over the railroad tracks will make an emergency route available to Kingwood residents as well as improve the traffic flow.

Margie S., resident



Mr. Martin, I sent email, several to you before. Again, I argued the fact: - This should have initially been explained when Kingwood was developed. Planners knew based on land size how many cars would be utilizing roads. Under designed infrastructure for the future, today. -The current plan is 100% insufficient for current use and future usage. 2/3s of Kingwood population lives east of Woodland Hills start/end of expansion. Plus, backend, Mills Branch area is not complete, more vacate land for sale and more subdivisions currently being built. Point is, during rush hour takes many cycles of lights to get thru Woodland Hills intersection on North Park. NP needs to be expanded to Lake Houston Parkway. This is not rocket science. Why benefit residents west of Woodland Hills? Where is the true traffic relief? City of Houston negated Kingwood for many years, very high property tax rate, high water cost, and still poor ROI from high taxes. Unacceptable. -Mills Branch is in very poor shape. Needs to be repaved badly between Shadow Forest and North Park. Joke. Pots holes patches everywhere Woodlands has better roads than we do. Please drive on it and check it out for yourself. Infrastructure of these roads are negatively impacting degrading property values.

Steve H., resident

Make this happen as quickly as possible! The flyover to get traffic onto 59 without the lights at 494 is a decade overdue.

Michael C., resident

Please don't. Please look at the correlation between road widening, increased speed, and increased frequency and severity of crashes. These expansions are not only expensive but encourage more traffic and make simple trips around the neighborhood so much more dangerous. Saving a minute or two is not worth it. If we cannot afford to maintain the roads we have, how can we afford to continue to build new road we'll later have the liability of maintaining?

Lynn G., resident

I use Northpark every day. In the afternoon the traffic is backed up without an alternate route. Because of this the wait is extremely long.

Wayne P., resident

This project is long overdue and necessary for safety and quality of life issues for all who travel in and out of Kingwood.

Steven F., resident

Please approve this desperately needed project! Traffic is horrendous.

Beth P., resident

I support the NorthPark drive reconstruction project. Key findings cited in the Mobility Report for NorthPark drive which was issued in 2015 are: road condition is substandard; operability was given a failing rating; accident rate was double the state of Texas rate for comparable roads. This summary of key finding is conclusive evidence supporting this project.

Richard S., resident

Great proposal!

S. G., resident

Please consider adding a fly over on-ramp/off-ramp at the I69 and NorthPark interchange, (similar to the one at the Woodlands on I45 & Woodlands Parkway). The bridge that you already

have in the project over the railroad would simply extend to the freeway as a fly over or clover leaf.

Michael H., resident

I live in Kingwood, and Northpark Drive runs directly behind my house. I'm worried that, like other roadway expansion projects around the Houston region, the expansion of Northpark will not relieve traffic but actually invite more traffic thus making the heavy traffic situation worse. I'm all for redesigning the intersections where Northpark meets IH-69/US-59 and Loop 494 in order to make traffic flow more smoothly, but I believe widening Northpark all the way to Woodland Hills Drive will not solve anything. Bigger roads invite more cars.

Jeremy D., resident

Kingwood desperately needs the North Park widening project! It would behoove the city to expand the project to also include widening North Park from Woodland Hills Dr. to W. Lake Houston Pkwy., as this will need to be done as well. Traffic is atrocious and only getting worse.

Karol R., resident

Please start this project as soon as possible. Since Kingwood has no emergency all-weather escape routes, this project is of utmost importance for the safety and welfare of Kingwood residents. It seems that since we have been annexed, Kingwood has always been treated as a step-child by the city of Houston. How about not giving us the typical short shrift this time?

Chris S., resident

We need the North Park project! Traffic on that road is absolutely awful and we have plenty of land there to build on! Do it, don't shelve it!

Kevin M., resident

I feel this project is a huge need. Northpark Drive is one of the most congested used roads in the area. The road holds water making it very dangerous during bad weather. I would be confident in saying it has atleast one accident a day, more during bad weather. The area is growing not only businesses but residential as well. This is a high need for the area. Please consider funding the project.

Elizabeth G., resident

Both the widening for traffic purposes and the flood mitigation aspect of this project make it important for our community. This area will continue to grow significantly over the next few years making now the prime time for expansion.

Krystal G., resident

As a 25 year resident of Kingwood, and the survivor of numerous hurricanes and severe rain events, I encourage HGAC to raise the ranking of the Northpark project to one of the top 10, As a major route out of Kingwood, we were trapped during Hurricane Harvey when Northpark flooded. It is supposed to be one of our evacuation routes. Likewise, an emergency on the west side of Interstate 59 would be impossible for first responders to reach in a timely manner in event of a major rain storm or blockage by the extremely busy Union Pacific Railroad. For the sake of the safety of the 80 thousand or so Kingwood residents plus all the Montgomery County residents who travel Northpark to work and play, I join the hundreds of community and civic organizations, businesses and residents who have joined together to encourage HGAC to fund our very vital Northpark project.

Thomas B., resident

The Northpark Dr expansion project in Kingwood TX needs to be in the top 10 projects for funding! Traffic on Northpark Dr in Kingwood just keeps getting worse! Getting out of Kingwood between 7 - 9 AM, 11:30AM - 1 PM, 3 - 4 PM, and 5 - 7 takes more than 29 minutes. Used-to-be normal was 5 minutes. Getting in to Kingwood I had between 2 - 3 PM and 4 - 7 PM. With the grade level railroad tracks and occasional flooding at Bens Branch, emergency exit is nearly impossible!

James D., resident

I support this project not only as a Board member of the local TIRZ, but also as a resident of Kingwood and a business owner on Northpark Drive. It is imperative that we complete the Northpark Drive project in a timely manner. Traffic issues are rampant on Northpark during peak hours. The line of traffic from the signal at Loop 494 can back up for over a mile at times. I worry about the safety of those who may need to reach one of the local hospitals and how the emergency vehicles would make it through in a timely manner. In addition, the personal time that is wasted by residents of Kingwood on their way to work and back home must be taking its toll. Kingwood is growing with the addition of the Friendswood Royal Brook subdivision and traffic on Northpark will increase as this development builds out. Being that there are only two main streets that connect over 81,000 people to US 69 is a concern and one that needs to be addressed by local governments and city and county entities. Northpark has been a major concern for over 5 years. The needs of this thoroughfare must be addressed quickly. I ask that the HGAC Council take this into account when making their decision as to which project to fund.

Kimberly B., resident

To whom it may concern: I have a Childcare business, Kids In Action, in Kingwood at the corner of Woodland Hills and North Park, 3838 Woodland hills Drive. There are days that it takes me 20-30 minutes just to get to 59 from my location. I have parents running late to pick up their children, after a long day's work, because North Park is backed up. Last week, there was a wreck on North Park and it took over an hour to get through. Once past the wreck, then all traffic had to deal with a train!!! The ER services had to fight to get through, as cars had to pull over the curb and onto the grass median. Please push this project through as soon as possible. The safety of our children and their parents are at stake. Not to mention the waste of time fighting the long lines of traffic.

Diane h., resident

Please open up Northpark! We need to get in and out of Kingwood!

Laura T., resident

I feel this expansion is a must. kingwood is steadily growing. I have found that my commute time down Northpark is getting longer by the day. This expansion will I feel greatly reduce traffic and the amount of drive time.

Vince C., resident

I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.

Jennifer P., resident

I feel that this expansion is necessary as Kingwood is growing daily. I find that the traffic is getting backed up and this needs to happen to save time on my work commute and give me more time for daily living.

Paula H., resident

If the road stops at Russel Palmer and doesn't end at the 59 high way it's pointless and will just cause accidents going 3 lanes-4 lanes-3 lanes with people trying to force pass each other. My opinion is the roads are not the problem, the over production on Kingwood is the problem. Too many people jammed together. What happened to the livable forest? I have been born and raised right here and throughout my life Houston has turned what was once a beautiful nature loving community to a piece of fancy stopped up crap and road kill. Stop it. No more unnecessary roads, no more added neighborhoods, no more apartments.

Erin M., resident

Northpark expansion is much needed. The streets are crowded and creates traffic issues during rush hours.

Kimberly M., resident

Expansion is necessary but needs to be done correctly and quickly.

Mat K., resident

How are you going to handle the increased congestion?

Stephen K., resident

I have been living in North Woodland Hills in Kingwood since 1989. I remember a time when my drive to I-59 was only five minutes tops. Now if I have an appointment I have to allow a minimum of twenty minutes just to get to the freeway. I often find myself cutting through South Woodland Hills to Kingwood Drive because believe it or not it is easier to get out that way. Something needs to be done to get the traffic flowing on Northpark again. I really feel for those that live all the way in the back of Kingwood. If they work downtown, they probably have to leave an hour early just to make it to the freeway. It is just terrible for everyone.

Denise M., resident

Traffic along Northpark Drive both east and westbound is extremely brutal during rush hours especially if a train happens to traverse or block the roadway. It can take up to 30 minutes to move from I-69 to Woodland Hills Drive or vice versa. However, during non-rush hours the traffic improves to just plain brutal. This project should have been done ten years ago. Don't delay it any longer!!

William W., resident

Please make this project a priority. This area is expanding at a rapid rate and the main access points in and out of Kingwood require expansion. This a great community, but to continue to ignore the need for expansion will only drive people away from the area. I think the lack of access in and out of Kingwood is one of the main reasons why Kingwood does not attract businesses and better retail/restaurants. That has changed in the last 5 years or so, but more must be done. I continually hear and am told to go to the Woodlands or go into Houston for good food, good shopping, great doctors, etc. This community should have all of that here. I shouldn't have to drive anywhere else and support other communities. I should not have to worry that 1 car accident will shut down any access to Kingwood.

Sue T., resident

I fully support the proposed Northpark Drive Reconstruction Project. Northpark Drive is a heavily congested area that needs additional road infrastructure to ease congestion. Feel free to contact me at the email address above if anyone has additional questions.

Timothy S., resident

Increasingly, Kingwood is becoming unlivable due to the traffic issues. Despite having the luxury of living and working in Kingwood, the 5-mile commute to my office regularly takes 30 minutes. When I was still working downtown, the portion of my commute in Kingwood took as long or longer as the portion that began once I hit Hwy 59 / I-69. Expansion of the main thoroughfares is desperately needed in order to accommodate the increased population. Unless this situation is addressed soon, it will have a substantial negative impact on the community as people seek to leave in order to avoid the traffic situation as commute times worsen. The Northpark expansion is a great place to start - and I hope that Kingwood Drive is next.

Christian C., resident

I know there are many worthy and needed projects in the Houston/Harris County area, however as a resident of Kingwood, I respectfully submit that this project is VERY IMPORTANT to our area and I fully support this project. This project will help solve ongoing traffic problems in Kingwood and neighboring Porter due to continued growth in the area. The widening of NorthPark Dr will be a tremendous help to east-west traffic flow in the area. The addition of the overpass over the railroad and Loop 494 will be a tremendous help in safety and traffic flow. Currently the intersection of NorthPark Dr and Loop 494 is always congested, no matter what time of day. Also, this intersection along with the railroad crossing is a safety hazard. In the event of a large emergency in Kingwood, it would be very hard for emergency personnel to access Kingwood from I-69 and very hard to get injured people to the two hospitals in the Kingwood area which are west of the railroad and Loop 494. This situation would be exacerbated by a train blocking the Kingwood Dr and/or NorthPark Dr crossing. This project is long overdue. Thanks.

Michael M., resident

We need this expansion. I have lived in a subdivision off of Northpark Drive for over 30+ years and have been in Kingwood since the early 1980's. I have seen Kingwood grow to become the "Unlivable Forest" in my opinion. When there is heavy traffic even on a Saturday on Northpark is ridiculous. The traffic has gone from not much on Northpark to having to check traffic on my phone before I leave to make sure I give myself time to get to where I need to go. And let's not get started with the train! Not knowing when a train will pass by can really put a hamper on things. One minute you are doing fine and will get to where you need to go. Other times a train comes through and just like that your late. I have had to stop for trains in the morning, afternoon, and night, but the worst is during those high traffic times. Please do something to ease our pain.

Danna G., resident

I have been a Kingwood resident since 1989, and have witnessed and live with the growing population, terrible traffic, and flooding issues. This Northpark expansion project is sorely needed to improve traffic flow and safety. Northpark is one of only 2 main exits from Kingwood. Traffic is terrible on a normal day, let alone thinking about evacuation in an emergency. This project would elevate the roadway and expand Northpark to six lanes, improving safety in an emergency and improving every day commutes for the Kingwood residents. The railroad tracks is another issue. This project would include a bridge over the Union Pacific railroad tracks, again, improving

both traffic and a safety. I respectfully request federal funding be approved for the Northpark expansion project. Come spend a commute or two sitting in traffic on Northpark, and you will better understand Kingwood resident's current frustration, and fear for evacuation and safety in another emergency.

Deborah R., resident

I support the proposed Northpark improvements. They address several issues listed below: 1. Improve mobility for access into and out of Kingwood. 2. Increase capacity for evacuations of Kingwood. 3. Improve emergency vehicle access into and out of Kingwood. 4. Reduce flooding at the Ben's Branch crossing of Northpark.

Chris C., resident

I support the proposed Northpark improvements. They address several issues listed below: 1. Improve mobility for access into and out of Kingwood. 2. Increase capacity for evacuations of Kingwood. 3. Improve emergency vehicle access into and out of Kingwood. 4. Reduce flooding at the Ben's Branch crossing of Northpark.

Jerome K., resident

I fully support this project

Thomas D., resident

The current configuration of the NorthPark and 494 intersection is creating excessive congestion inbound and outbound. This is stifling both commercial and residential growth in this area. Northpark needs to be improves to allow the are to flourish and improve the tax base. Also. recent emergency events, such as Harvey, show the need for improved access in and out of the area. This is a much-needed project for this area. Thanks.

Ed F., resident

The Northpark Drive Reconstruction Project is desperately needed for the safety of Kingwood residents. Traffic gridlock on North Park and Kingwood Drive occurs during most times of the day. When this occurs, ambulances and emergency vehicles are unable to travel from the back to the front of Kingwood where major hospitals are located. I urge HGAC to support this project.

Alan S., resident

This needs to get completed ASAP. It is a shame that the county has not fixed or done enough to try to help the traffic problems in Kingwood. I hope y'all finally get serious and get it done. I guess I need to start voting for different people that care about where I live.

Lance P., resident

Northpark Dr is now worse than Kingwood Dr and is in need of expansion. This will allow for more development in the area without creating a further traffic nightmare. Thank you for the consideration.

Jason K., resident

I support this project.

Erik K., resident

NorthPark needs to be expanded to 4 Lanes Each Way / Total 8 Lanes as housing developments continue both North & South of the East-West NorthPark drive. No sense adding

just 1 lane each way or in 2 yrs. we will be right back at this same discussion. Further, we need a bridge from NorthPark over Hwy 494 connecting to Hwy 69 North & South.

Stephen R., resident

Have lived in Kingwood for 17 years. North park has become very congested approaching 59/69. Am looking forward to expansion to help unlock traffic blocks.

Raymond T., resident

Please expand northpark

Andy D., resident

We definitely support this project. The traffic bottleneck is a detriment to the residents and businesses in the Kingwood area.

Chris M., resident

The Northpark Drive expansion is years overdue. The traffic is constantly backed up from 59N to Woodland Hills during rush hour and weekend peak times. The safety along this road is highly dangerous and the expansion is needed to help prevent tragic accidents from happening in the future. Emergency vehicles, in many cases cannot move freely in backed up traffic, which is really concerning to me and most other KW residents. As businesses continue to expand along NP these issues will only get worse. Starting this project sooner than later is the better solution in creating a safer mobility environment in KW.

Mark R., resident

I strongly recommend the urgent implementation of this project. The traffic on Northpark Drive is becoming a nightmare.

Mauro V., resident

Please expand Northpark Dr in Kingwood, TX!!!

Jessica O., resident

Plz I for God say.

Faisal H., resident

I support the expansion of Northpark Drive.

Robert P., resident

Plz for God say do this extension as we all are exhausted of this traffic.

Faisal H., resident

Please approve. We are in favor of it.

Germaine & Jed N., resident

Build it and they will come. Build bigger nicer roads checker boarding through kingwood as shown on the long-range planning nap and you open a thoroughfare for not only local traffic but also transient pass through vehicles. And then Northpark won't be adequate and the plans for Woodland Hills expansion is next. Give a mouse a cookie and he's going to want a glass of milk. More traffic. More congestion. Another project. This Northpark project is for the benefit of Houston and not for kingwood. And it won'tt be the last. Kingwood is a community of residents

and kids and schools and local commerce. Safe and familial. Dissecting it with transient traffic corridors will eventually destroy the community. I oppose road expansions through kingwood.

Frances S., resident

Yes it needs to be widen for sure!

Greg B., resident

Please expand Northpark drive to relieve traffic congestion!

Leonard V., resident

North Park definitely needs to be expanded, as the traffic backs up no matter what day it is or time.

Jacky K., resident

It is so critical that the Northpark project begin. Traffic Congestion has impacted this community for a long time- it is time to do what needs to be done. Kingwood is a strong and viable community and our tax money should be put to work to keep it that way.

Barbara M., resident

There is so much traffic on Northpark. It NEEDS to be widened.

Sarah C., resident

Hi! Wanted to chime in on the Northpark drive expansion project. It currently takes about 35 minutes to travel the length of Northpark drive during morning and afternoon rush hours. There are new houses being built constantly for New Caney and Kingwood. Since the Dairy Queen opened, even more cars are slowing down the right lane all the way until Woodland Hills. With the new HEB center opening later this year, even more congestion will be at the highway. Widening the street must be done!

Ian C., resident

Living in Woodstream towards the rear of Kingwood and taking Northpark every day to work is a nightmare!!! Please expand this road because if there was an emergency and we had to evacuate it would be impossible!!!

Norman W., resident

Please do it ASAP. Esp before Northpark is fully developed commercially.

Tony T., resident

I support the Northpark Drive reconstruction project.

Hilary T., resident

Kingwood definitely needs the expansion of Northpark

Eileen Ramos

Congestion on Northpark has become crippling for Kingwood residents. Not to mention the imminent danger in emergency situations - traffic completely prohibits the passage of any vehicles in or out. Continued construction has worsened the situation making immediate expansion IMPERITIVE.

Frances A., resident



Expand Northpark  
Matthew S., resident

Northpark traffic need serious improvement. Widening the road should accomplish this.  
Vito G., resident

No....this makes no sense. From 59 to Russell Palmer stays the same? This a waste of money to only widen from Russell Palmer to 1000 feet east of Woodland Hills Drive? This will cause a bottle neck before and after that area.  
Rolf N., resident

The Northpark overpass is critically needed for Sa Seth reasons. A stalled train could block access to Kingwood hospital in the event of a life-threatening wreck, tornado, or other accident. It is also needed to expedite evacuation in the event of a hurricane. Plus, the overpass would save thousands of gallons of gasoline each day by dramatically cutting the rush hour traffic jam. This will reduce CO2 emissions. Please fund this critically needed project.  
Bryce J., resident

The traffic is terrible now and with the area growing we need quicker access to the highway  
Sheila D., resident

Is it possible to have any of old Kingwood left will you guys just not be happy until you've mowed down every tree paved every piece of dirt and invited everybody in the entire world from California that doesn't want to be there to live here? Y'all do know it floods right. Just leave us in the Kingwood residents alone we don't need your traffic we don't need your billion-dollar high-rise Fancy Pants crap. Why don't you guys go Revitalize sections of Houston that could badly use the investment in their communities where it's already paved where the animals have already been run out. I mean you rich assholes just won't be satisfied until you squeeze every dollar and ruined everything. Leave us alone please go make your money someplace else it's all y'all care about you don't care about the residence you don't care about the community.  
Matthew M., resident

Northpark drive is desperately in need of expansion. Please consider this. Traffic is at an all-time high due to increased development. Expansion is long overdue. Thank you.  
Ross T., resident

Northpark drive does NOT need expanded. They need to widen certain parts of it by creating turning lanes (especially at loop 494) with better timed signals that allow for more cars to move through. The two lanes exiting kingwood towards 59 at loop 494 get backed up because the right-hand lane half the cars have to put on the breaks to go over the tracks and make a sharp right turn on 494. The left lane gets backed up because the left turn lane to go south on loop 494 can only hold 4 cars, and without a protected arrow that lane gets pushed back into the left lane. So, half the time there is only one lane functioning at half capacity. The issues are mainly just during the rush hour. Most other times of day the traffic moves fine. The idea of putting a bridge over 494 and the tracks is just crazy and a waste of money. There are maybe 4 trains that go through there during the day (most of the train traffic is at night when no one is on the roads) and they move through so fast it accounts for about 2 minutes delay. Once the train is clear the lights re-sync and are green for two light cycles and traffic recovers quickly. The mobility of the

road would 100% be improved if the widening happens near 494 and Northpark and the turning lanes and signals are improved. In my opinion, that entire intersection looks "dumpy". Garbage everywhere. Signs everywhere. Trailers. Signals and road signages look ugly. Median looks bad. Just overall it looks bad. Cars traveling south on 494 trying to make a left onto Northpark is another issue. The cars get backed up all the way to far entrance to Kroger as the protected arrow to go left only allows about 7 cars to get through during peak times. The turn is tight there as well. When doing all these improvements it probably makes the most sense to just completely redo the road almost from scratch. If that is going to be done fine, I just think the overpass proposal I heard sounded crazy and pointless. Northpark drive is a busy road yes, but it is not an express highway. Traffic lights and stoppages are to be expected entering a community, especially during peak hours. It's like that everywhere. Building 100 million-dollar ramps over every intersection won't fix anything. In fact, it will just create what is known as the "bottleneck effect" from "induced demand". A half mile down the road when one enters kingwood one enters the business area right before woodland hills (a very busy intersection). There are hundreds of cars trying to turn in and out of business as wait for the light at woodland hills. Moving all these cars more quickly off of 59 and into kingwood over the tracks and 494 will just push them into the bottle neck at Woodland Hills faster. So now, instead of sitting at the light at 494/Northpark at ground level they will be sitting in the air on the overpass bridge over 494/Northpark.....at least they will have a nice clear view of the traffic backup miles ahead.... Once 99 goes in there should be a huge push to extend West lake Houston parkway in the back of kingwood north to the new section of 99. All the people in the back of kingwood would use this.....I know I would As a business owner in the Kroger shopping center, my main concerns are what will be done to keep businesses from losing business while the construction is going on. Will access to businesses be limited? Is there any danger of flooding during construction as storm lines drains might be blocked or not at full capacity when being moved or relocated?

Adam D., resident

The traffic is so bad through this section that it is faster to either take Mills Branch road up to Ford Road (driving completely out of the way to get to the highway), or south the Kingwood Drive which is also a gamble for the traffic.

Joanne Z., resident

The Northpark expansion is necessary. It can take 30 minutes from the back of Kingwood to get out of the area where I live. Many more businesses are popping up in the road which will make it more difficult.

Kathleen W., resident

Expand North Park. I pay a lot of taxes and I want my tax dollars spend expanding North Park

David L., resident

This expansion is very needed for Kingwood

Connie S., resident

Kingwood is almost fully developed but the road infrastructure has not kept up the pace.

Expansion of North Park is overdue and should be acted upon now. Thank you.

Robert S., resident

I think expanding North Park in the designated area will ease traffic congestion on North Park and maybe even draw traffic from Kingwood Drive.

Louise H., resident

The North park expansion project is sorely needed for our community. Traffic flow is impeded at various times of day at all roads leading into or out of Kingwood. Presently, in the event of a disaster, with a train blocking both North Park and Kingwood Drive, we would be trapped with no way out. Thank you for your consideration.

Dianne L., resident

North Park needs an overhaul and widening. The traffic snarls on the road daily during peak traffic times. This snarling becomes life-threatening in the event of an emergency. Widening and building an overpass over the railroad tracks can save lives. Thank you.

Mitchell L., resident

Please expand Northpark. It's a mess to get out since at times it can take 30 minutes in the morning from the back of Kingwood to the front and the same going home in the evening. We are almost landlocked if it wasn't for mills branch rd. For years I struggled with getting out of Kingwood to work downtown which I loved. I finally gave up in 2004. My husband struggles now although he doesn't need to be at work at 8:00. The traffic took at least 20 minutes in 2004 and only getting worse with the additional developments and businesses. Something needs to be done. Thank you

Kathleen W., resident

The proposed expansion of Northpark is very much needed for the relief of congestion.

Richard W., resident

In favor of widening Northpark from Woodland Hill drive east to 59.

Beverly M., resident

Since we keep adding more houses in Kingwood it is imperative to expand the exit roads.

Taylor S., resident

I support the project

Jody E., resident

With the growth of the rear section of Kingwood, North Park Drive is in dire need of the proposed expansion!

Alan W., resident

Please fund this project. The traffic on Northpark from Woodland Hills to Hwy 59 is horrible!

Angela B., resident

Please expand NorthPark Drive. the traffic in and out during rush hour is unmanageable long-term.

David W., resident

We need this project initiated and completed for de-bottlenecking and safety reasons. Traffic can be tied up for significant periods of time due to train crossings and the sheer number of Kingwood residents leaving near the same time. The rail crossing can be dangerous in bad

weather and night driving, although the warning devices are adequate most of the time. Smooth traffic flow would be greatly improved with this project.

**Richard G., resident**

Bring a Kingwood Resident for 16 years, I have watched Northpark Drive as well as the rest of our communities' roads (to a lesser degree) go from viable roadways to just a dangerous, congested mess. Many times, I have witnessed Ambulances desperately fighting their way through traffic to get their patients to the hospital, horns blaring, sirens wailing, and emergency lights flashing being seriously impeded by the almost constant backups. People in the backup are panicked trying to make way for an Ambulance and have nowhere to move to. Northpark is two lanes, each side bordered by concrete curbing. There is no shoulder in which to turn into to get out of an emergency vehicles way. This situation has placed Kingwood residents in serious jeopardy. As we know, when a health emergency happens to a member of your family, your daughter, your son, your spouse, many times delays in getting them to the hospital emergency room decides if they live or die. Please, Northpark expansion must start now, each day of delay places our families in danger of losing a loved one.

**James S., resident**

Absolutely need these improvements. I remember when Northpark was a cow path. Yes, get going!

**Norma O., resident**

Without the NorthPark road expansion, Kingwood will not do well. Congestion with new neighborhoods, apartments, etc. is causing a traffic jam most all times of the day, this expansion is required to keep Kingwood vibrant.

**Domenick C., resident**

Northpark traffic has grown especially back and forth from the back of Kingwood now that traffic down Lake Houston Parkway uses it to avoid Kingwood Drive. Additionally, the huge increase in activity due to stores and restaurants between 494 and 59 makes getting out of Kingwood arduous when that's all you want to do.

**Barbara W., resident**

I am writing to express my support for the Northpark Drive Mobility Improvement Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood, Texas. The Northpark Drive Project has very strong public support and is critical to the not only the mobility needs of Kingwood but also safety and resiliency. The proposed project is necessary to improve the current roadway and create a safer environment for the residents of Kingwood, City of Houston, Harris and Montgomery Counties. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain. Over the last three years, Northpark Drive has been submerged four times, preventing drivers and more importantly emergency vehicles, from traveling in and out of Kingwood. Experiencing Harvey proved just how important this expansion project and evacuation project is for the community. The Project will also provide flood mitigation and storm water detention improvements, which are vital to the community. Additionally, the project would solve serious congestion issues with the addition of an above ground crossing at the railroad tracks, which would eliminate stopped traffic due to train crossings. This improvement is not just about mobility, but the protection of life and property. I urge you to support and prioritize this project for the residents of Kingwood.

Dave M., resident

Please Fund the NorthPark Project

Charles & Mary J., resident

I support the expansion of NorthPark Drive between Russell Palmer and Woodland Hills Dr., to help ease the traffic congestion. I also suggest expanding NorthPark Drive between Russell Palmer and US95. Thanks.

Jay G., resident

The overpass portion of this project affects businesses negatively in Montgomery County. The fact that the City of Houston/ Harris County is willing to crush small businesses in Montgomery County is not surprising, COH collects no property or sales taxes in the affected area of the overpass! Do not give this TIRZ one penny!

Richard R., resident

The expansion of NorthPark Dr is way overdue. This isn't downtown Houston or the surrounding area where it takes hours to drive a few miles which is the case if you're on NorthPark Dr at the right hour. Please, please vote for this project to commence.

Joshua C., resident

I would like to voice my support for this project. Widening of this roadway is much needed in the Kingwood Area to help with traffic congestion.

Christy D., resident

My vote - go ahead with it.

Debbie B., resident

We moved to Kingwood in 1985 and consider the repairs and upgrades to Northpark Drive absolutely necessary. This community desperately needs an escape route due to hurricanes and flooding. Thankfully, we live on a street that was not flooded by Harvey, however, for a time Kingwood residents were stranded due to flooding following Hurricane Harvey.

T. Cook, resident

We have lived in Kingwood since 1977. Probably would not have moved here if we knew how growth would adversely affect the 2 major exits creating not only long and unpredictable travel time but severe safety issues. Something needs to be done on the fast track. The proposed North Park reconstruction needs to go forward now!

Stephen M., resident

The upgrade of Northpark is long overdue. It is over-crowded two-lane (each direction) that has no right turn lanes, minimal left turn lanes and is constantly crowded with bumper to bumper traffic. This first project to Russell Palmer is necessary/needed to set up the final segment to I-69.

Lawrence V., resident

Expand Northpark and then connect Woodland Hills all the way with a bridge across the river! Duh!!!!

Matt M., resident

I am for the expansion of Northpark Drive. The congestion is very heavy at times.

Michael T., resident

NorthPark drive badly needs widening and improvement. I have lived in Kingwood since 1983, and NorthPark is the same now as it was back then, had not changed one bit despite the booming growth that has occurred in Kingwood and the surrounding area. I would imagine that NorthPark was designed to handle less than 1/2 of the traffic that it is now forced to handle, as it is a now major, major clog point to those of us who live in Kingwood. With the additional subdivisions and business that have sprouted around NorthPark, and with more being planned, there is a desperate need for the widening and improvement of this major entry and exit point of Kingwood and the surrounding area. Thanks.

Kenneth C., resident

Yes, we need this expansion. Kingwood needs more streamlined exits, especially for emergencies.

Jan S., resident

I think it is critical to carry out the Northpark Drive expansion and improvements project both from a safety of resident's standpoint and also as an investment in the future of the region to continue to attract the best from other states and from within the state that they find Kingwood one of the best places to live in the U.S.

Jose B., resident

North Park needs to be widened to accommodate the growing Kingwood area and all the new development in the area.

Natalie W., resident

I fully support this project. I live off Northpark past Woodland Hills and can say this is desperately needed. Traffic on Northpark is only getting worse with all of the development happening in the back of Kingwood.

Andrew F., resident

Travel on Northpark between Russell Palmer and 69 is dangerous, backed up and woefully in need of the proposed widening and fly-over. About once a month, traffic is at a standstill because of an accident, cars swerving into the ditch or into the car wash fence. The back-up to leave Kingwood exceeds 30 minutes routinely. I think the combination of Kingwood growth and the opening of access with 1960 over Lake Houston has forced this improvement. It's time to debottleneck this unsafe stretch of road. Thank you.

Peter E., resident

Northpark Dr has become so congested that I seriously have considered moving because of this. The congestion can happen any day or time. This has been a serious problem for several years. On a positive note, a PI was able to get pictures of my ex-husband meeting up with his girlfriend while sitting in traffic on Northpark. That was in 2014.

Wendy M., resident

There are lots of convenience reasons for this project, but the most important reason is for safety. With the limited number of ways in and out of Kingwood this is necessary to provide a way out in case of flooding evacuation. There are only 3 basic options Kingwood Drive, NorthPark, and the

West Lake Houston bridge. The bridge is the first area to flood followed by both NorthPark and Kingwood Drive leaving residents trapped in Kingwood.

Misty W., resident

This needs to happen very bad! The traffic is insane, and the wrecks just keep happening more and more Please make this happen.

Logan S., resident

Please expand Northpark, there is excessive traffic on here!

Jennifer C., resident

The Nortpark Drive project needs to happen but it is going to put a LOT more traffic onto Kingwood Drive. Probably more than it can accommodate. One possible solution might be to make all 4 lanes of Kingwood Drive outbound in the AM and inbound in the PM.

Thomas S., resident

Regarding the Northpark Drive Reconstruction Project, I would like to voice my support for this important and timely effort. It is rare that a project has this many impacts. In addition to greatly improving traffic flow, it also provides for flood mitigation and stormwater detention improvements. The to be built bridge over Union Pacific Railroad tracks will not only improve traffic flow but greatly reduce the commute time out of Kingwood as well as making it much safer. Additionally, this will not only increase commerce for the existing businesses but also be a great encouragement for other businesses to open there as well. The impact of this project will not only affect Kingwood residents and businesses, but the increased tax revenue will impact the entire City as well. I ask that you include this project in your funding.

Jerald B., resident

This project is vital for those of us who live in Kingwood! During the week at rush hour, it takes more than 40 minutes to drive from west of Russell Palmer to get through that intersection (the project site in question here). At non-peak times, it is almost 30 minutes to move the same distance. On Saturdays, when traffic is considerably less than M-F, it STILL takes almost 20 minutes to get from the Sherwin Williams paint store on Northpark through the intersection. That intersection was at a failing level 22 years ago when I moved here, and it has gotten exponentially worse. The city has allowed abundant growth and new subdivisions to be built but has NOT addressed the vital infrastructure to support that additional traffic load, and now NEEDS to ACT!! We NEED this project, along with many others on the main roads in & out of Kingwood. It SHOULD NOT take me 45 minutes to go 5 miles to get out of Kingwood! Time to get the tree huggers out of the way and make Northpark 3 lanes wide & build the overpass over the tracks! A shoulder land NEEDS to be included as well, so that emergency vehicles can get through. There is no place for drivers to move to in order to allow responders to get by. The same should be done for Kingwood drive - this is another failed roadway where the growth was permitted but nothing was done to ensure the infrastructure was improved to support that growth!

Melanie M., resident

I am so excited that the Houston - Galveston Area Council is considering the Northpark Drive Expansion Project. Kingwood has very limited number of access roads into and out of the community. Northpark Drive has been especially congested for several years, and the problem continues to worsen. With additional residential construction taking place in Kingwood and Porter that will use Northpark Drive to access 59/69, no relief is in sight unless the problem is

addressed directly. Delaying the project will only serve to compound the disruption of an increased traffic flow when the project is eventually undertaken. I have already noticed heavy traffic overflowing onto residential streets, often at dangerous speed, in an attempt to bypass the clogged thoroughfares that enter/exit Kingwood. I urge to you take the opportunity to complete this needed expansion project now.

Richard M., resident

This expansion is long overdue. I just hope most of the work can be completed without negatively affecting the areas already congested traffic problems. (We can always hope)

Everett S., resident

Completion of this project is long overdue. Traffic movement within Kingwood is slow and needs to be immediately addressed, and this project will greatly help in reducing traffic congestion in Kingwood. Please do all within your power to fund this project for completion as soon as possible.

Dale S., resident

I strongly support the application for funding for the Northpark Drive Reconstruction project. Mobility improvement for Kingwood is critically needed.

Martin B., resident

I have been a Kingwood resident for 20 years. I have seen and experienced the increased traffic on Northpark drive and am in favor of the expansion project. If more development in Kingwood is allowed, as it has been with the addition of the two subdivisions along Mills Branch, which intersects Northpark, then it should be obvious that traffic in that sector will increase. An area the size of Kingwood needs smooth flowing traffic during rush hour and to allow for ingress and egress of emergency vehicles. Thank you.

Maggie H., resident

I believe it is imperative that the Northpark expansion project be approved. Kingwood has only 2 main streets, Kingwood Dr & Northpark that can take it's approximately 70,000 residents to Hwy 59/169, and they both must travel over railroad tracks. Not only does this inhibit flow of traffic at numerous times of the day, it also possesses a real problem should the train be stopped for reasons of vehicle/train accident, train derailment or other instances where the train would be stopped in the area between Humble, Kingwood and Porter. The trains that travel through this area are most often long enough to block both Kingwood Drive and Northpark and point north towards Porter. Given Hurricane Harvey, we also need this project to be constructed above the 500-year flood plan to ensure safe passage. Our area needs this project. Thank You.

Rosalyn V., resident

Infrastructure updates and improvements are desperately needed in Kingwood. It is both a daily commuting concern as well as a safety issue in the event of an evacuation emergency.

Sara M., resident

Expediting this project is critical to Kingwood. Kingwood continues to grow. NorthPark was one of the few roads that we could use to get out of Kingwood during the Harvey floods. Please bring this project to top priority. Thank you.

TIM V., resident



The road is very much needed. The additional capacity on this road will cut my time in half from 24 minutes to about 12 minutes as I drive from Mills Branch and then to Northpark Drive. Project worth considering as it helps a large population living here.

Deepak G., resident

Please proceed with the Northpark expansion. The current traffic on Northpark has led to upwards of 40 minutes to leave Kingwood.

Ryan G., resident

Yes Northpark needs to be expanded

Laury I., resident

This expansion of North Park is needed for all of us who live and work in Kingwood. There is always significant congestion on North Park, the time of day has little impact on it.

Karen F., resident

We need the extra commuter capacity desperately in Kingwood. Traffic backs up for blocks frequently.

Rebecca P., resident

We definitely need this project to be done. The roads in and out of Kingwood are packed and need expansion.

Christyl D., resident.

Traffic is horrible. It would be amazing to have a fly over or express lane to 59 so you don't have to worry about the train and stop lights.

Michelle F., resident

It's not a question of if the project expansion should get approved and funded, it's a question of when. The traffic congestion eastbound to Hwy 59 needs a solution and Northpark lends itself to ease of reconstruction given its open median. The overpass construction would allow for continuous traffic flow which is crucial! We now experience stop-n-go delays as far back as the Woodridge traffic light!! Economically, it would help substantiate any forthcoming tax increase discussions, post Harvey! This project must be approved and funded.

Armando G., resident

Yes! We need this desperately!

Louann S., resident

This project is truly needed. The congestion and delays on NorthPark Dr. in Kingwood are really a problem. The traffic backs up constantly between Woodland Hills Dr. and U.S. 59. Thank you,

Sara N., resident

The Kingwood community desperately needs improvements made to major thoroughfares. I highly doubt emergency services can be properly provided during high-traffic periods. And in cases of a natural disaster? We're trapped here! Expanding Northpark Drive and adding the overpass would be a step in the right direction to making Kingwood safer and more navigable. Please don't put the Kingwood community on the back burner. We've been forgotten enough over the past several years, and the events during Hurricane Harvey are evidence of that.

Heather W., resident

The Northpark Drive reconstruction is extremely critical for the livability of the north side of Kingwood in particular. Traffic stacking up at the railroad tracks and 494 results in backups to Russell Palmer road and beyond nearly every day during peak hours, even during the weekend days.

James S., resident

Please expand Northpark drive, traffic is ridiculous!

Stacy A., resident

Expand northpark

Amanda W., resident

Northpark must be reconstructed. The current volume of traffic certainly warrants the reconstruction. Volume will only increase. A new subdivision further east on Woodland Hills Dr is under construction. This subdivision is estimated to add 100s of new homes. Northpark already overloaded will be the primary entry and exit road for this subdivision. There are only 3 main roads in and out of Kingwood. Two of the three cross railroad tracks. The third road uses a bridge over the San Jacinto river which has flooded previously and runs through a residential neighborhood. If Northpark is not reconstructed a disaster will definitely occur. Floods, Hurricanes, train derailments and day to day emergency vehicle calls will isolate Kingwood residents. Deaths will occur if they have not already. Please make this project number one on the list of necessary projects.

Donald L., resident

Please move forward on this widening/expansion project. It's been needed for years and it's only getting worse as more and more homebuilding is going on. It's already terrible trying to get in/out of Kingwood under normal circumstances. In an emergency, it's a disaster. For a time during Harvey, Northpark was just about the only feasible way out of Kingwood. This project needs to go forward.

Lisa P., resident

Please commit to the widening of Northpark Dr. It is imperative to residents and local businesses. We also need an evacuation route if needed.

Suzanne M., resident

Definitely needed! Please expand!

Jackie M., resident

I strongly request that the Northpark Drive project be funded and implemented as soon as feasible. This project will help with both the severe road congestion in Kingwood and with providing residents a safe route for evacuation in the event of disaster, including any repeat flood events. Thank you.

Nancy Jo D., resident

As stated in the email and is known, the alleviation of congestion due to the railroad tracks-goes without saying. Trains usually traverse Northpark drive in the morning rush hour traffic backing

traffic to Russel Palmer and beyond. Traffic on Northpark is also congested almost daily without the train delay. It is one of two exits out of Kingwood to access the freeway and as such, is heavily used all hours of the day. It is not uncommon for traffic to be backed up to Russell Palmer in the evenings, especially in the evening. I live in the back of Kingwood and use Northpark each work day. Without traffic, i can get to the freeway in approximately 12-13 minutes. Rush hour 20-24 minutes. The expansion and roadway over the railroad tracks and to avoid the light at 494 is overdue. It needs to be pushed forward as quickly as it can. Kingwood desperately needs relief along this thoroughfare.

Steve C., resident

We are residents of Kingwood for over 40 years and have seen the continuous decline in overall mobility and traffic safety. The Northpark Dr. expansion is critical to all Kingwood residents to solve long standing infrastructure issues as well as improve Harris County evacuation abilities from neighboring communities in the event of hurricanes and other disasters. This project is the highest priority that area residents identified as critical following a yearlong community process called the "Kingwood Mobility Study", back in 2015/2016. This project should be highly prioritized by H-GAC and is critical to the safety and well-being of all Kingwood residents, along with surrounding neighbors.

Margaret B., resident

Northpark Drive has been a bottleneck going into and out of Kingwood for YEARS! Please improve the road capacity!!

Stephanie M., resident

We have been residents of Kingwood since 2009. We have observed the continuous decline of overall mobility and traffic safety and the Northpark Dr. expansion is the only reasonable solution at this time to correct safety issues and improve mobility. Kingwood residents embarked on a yearlong study in 2016 to address the overall transportation and mobility issues and a major focus of that study was safety and better egress and ingress in situations related to hurricanes and other disasters. We should become a corridor for evacuation in these instances and the Northpark Dr. expansion is the only viable option at this time. H-GAC must place this project at the top of its priority. Thank you.

Meaghan B., resident

Please as soon as possible fund the Northpark Drive Reconstruction Project so that traffic gets better. Thank you.

Terry M., resident

NorthPark Drive is such a heavily traveled road and is desperately in need of repair. It is inadequate for the numbers of vehicles traveling it daily. I have lived in Kingwood for 38 years and have watched the rapid growth and increased traffic congestion. I have always been concerned about evacuating Kingwood in the case of an emergency. It has always worried me as to what would happen if a train were stuck on the tracks and ambulances or fire trucks needed access and both Kingwood Drive and NorthPark were both blocked. By providing a bridge over NorthPark it will make Kingwood safer.

Ruthann K., resident

Given the growth of Kingwood we need this expansion to safely and efficiently move people from the back of Kingwood to Hwy 59.

Stephen H., resident

Going down North Park to get out of Kingwood is absolutely a night mare. Most of the time it is backed up from 494 to Russell Palmer. We try to avoid it during the rush hours but now it seems like rush hour is all day long. Ford road used to be another choice but that has gotten so congested we feel like we are locked in and if there is a train wreck we are up a creek. The overpass is a must for Kingwood.

Nicholas B., resident

I've been a resident of Kingwood for almost a decade. I do make my living inside the 610 Loop so my commute time hinges on not catching the train at Northpark Dr and loop 494. The left turn lane is too short as well, and this could impact access to the freeway artery to Houston.

Evan B., resident

Expansion is needed.

Corri M., resident

The Northpark Drive Reconstruction Project is an absolute necessity for the growth of Kingwood, a significant tax base for our area. Northpark Drive is always quite congested requiring relief by expanding to six lanes and perhaps just as important is building a bridge over the railroad tracks at 494 to improve traffic flow and relieve congestion. We sincerely hope that the HGAC will approve this important project for our Kingwood community. Thank you.

Mr. & Mrs Rodney W., resident

I highly recommend the North Park Drive Reconstruction Project. There are basically 2 main East/West entrances into/out of Kingwood - Kingwood Drive and North Park. The traffic congestion during peak hours (day and night) is incredible. If there is any type of accident or problem, it's even worse. With the population of Kingwood growing every year, this project is desperately needed. Thanks for your consideration!

Carol B., resident

Please expand Northpark Dr. The traffic is TERRIBLE and it is only going to get worse with all the new subdivisions and stores that are being built in the area.

Jessica M., resident

Expand it!!

Allison M., resident

NO! While I do think the traffic does need to be addressed, I feel this would tremendously hurt Kingwood. It would turn NP into a highway where people would speed up and down it (worse than they already do). It will give Kingwood a new face, we are already losing trees at a rapid rate due to business growth. Finally, it'll create more interest in Kingwood from criminals. We are seeing the crime in Kingwood creep up as we continue to build new businesses that is gaining the attention toon of criminals. This will make it easier for them to get in and out and increase the curiosity of criminals. Let's keep Kingwood the small close-knit community it is and quit expanding it. Soon we will no longer be the "livable forest". Can we please focus on maintaining what Kingwood is?

Brandy P., resident

The improvements are needed. We moved to Kingwood in 1975-76. Unfortunately, the roads have not grown with the continual growth of Kingwood. We moved across the freeway from Kingwood last year because the traffic was so bad. We still drive Kingwood roads because we live so close, but it's not the everyday in and out of Kingwood. Please improve the roads Kingwood Drive and North Park). Yes, there will be trees removed, but the landscaping can still be done to make the roads look attractive and have the traffic actually move! Thank you!

Barbara W., resident

This work is SO needed!

Julie K., resident

What I fell in love with Kingwood was the trees. I moved here about 5 years ago and slowly but surely trees have been disappearing. What I hated the most was the tree removal at the Kroger on north park and west lake. So much for the livable forest. Seems like it just going to get worse...as far as removing greenery.

Marisol M., resident

This needs to be done! The fact that it takes a person anywhere from 10 to 25 minutes to drive 3.5 miles, is absurd. NorthPark must be expanded.

Aaron E., resident

I lived in Kingwood since 1980 and since then I've seen our community grow exponentially from 10k people to now almost 100k. In the very early 80's Northpark was one lane in one lane out. Now, with almost 10 times the amount of people, there are only 2 more additional lanes. Since then, there has only been 1 addition and that was the highway underpass at 59. Today it can take a half hour in the morning to get out and another 20 minutes to get in in the evening. The roads are also slick and narrow; almost every time in rains someone ends up in the center ditch. It's time to bring Northpark into the 21st century and cover that ditch, run some sewer drains and add more lanes. We also need turn off lanes on both Northpark and kingwood drive. The need to have contra lanes is a must...God forbid there is an emergency we'd all be sitting ducks. Something needs to be done asap, please.

Robert S., resident

This area desperately needs the expansion to handle the amount of current and new traffic moving into Kingwood.

Oscar M. resident

Needed this like 10 years ago.

John G., resident

Where are all the trees? Does this include the overpass over the 494 RR tracks? It feels like all these "improvements" are reducing the tree population in the Livable Forest. It's just sad.

Kara W., resident

I have lived in Kingwood since 1976 either in North Woodland Hills and Woodstream. With all of the construction in the back on Kingwood and the new sections running down to Ford Road we cannot get in or out of Kingwood in a timely manner. Northpark needs to be expanded and I am in favor of the construction project for Northpark drive.

George J., resident

I think this is a great idea kingwood needs it more than ever!

Cameron O., resident

Morning, there is a major problem of people getting out of Woodrige and Northpark Woodland Hills village at the red-light intersection. The people coming from their homes in those areas only have time for 3 (three) cars to get thru the light, before it changes for Northpark lights turn green. Very frustrating, I work at Kingwood medical center and it should not have to take me two light cycles to get to work to leave my home. There is a problem because on Sunday for church, there are officers directing traffic and the traffic light cycles are turned off, because no one would be able to go to church or leave with only 3 cars going thru light changes. If it was not a problem, then there would be no need officers directing traffic on Sunday. This matter has been going on for over a year and no one wants to address this matter. I would appreciate if this matter could be looked into and resolved. Thank you.

Tara D., resident

Kingwood desperately needs Northpark to be up graded. Why? We have the same exact roads that we had approximately 30 years ago, when the population was around 35,000 people. The population is now estimated to be around 100,000 people. That and Union Pacific has increasing the number of trains each day (to around 28) has made Kingwood unsafe to live in. The up-grade is so expensive that we need help from several funding sources. Please help the citizens of Kingwood. Thank you.

Allen B., resident

It has become a problem Trying to exit N. Park Dr. I have lived here for 25 years and never have experienced so much traffic as the past couple of years on N. Park Dr. I would propose that no new businesses should be allowed to open until we can expand our roads it is a hazard and makes me furious every time I drive a N. Park Dr.

Lisa M., resident

The North Park expansion is well overdue, serious consideration should be taken to include an overpass on Kingwood Dr. over the railroad tracks also.

David B., resident

The traffic now on Northpark is horrendous... in need of expansion for sure!

Kathy G., resident

Driving North Park every day is a reminder of the significant impact the congestion has on the residents of Kingwood. What should take five minutes takes 15-20 minutes. I am asking you to approve the North Park expansion project. Thank you!

Bob E., resident

I am in favor of this project. I believe it will greatly increase the capacity of an extremely overcrowded roadway that will only become more crowded as planned retail space is constructed and leased out. Please get this approved!

Chris Q., resident

I am a resident of Kingwood and a regular traveler of Northpark Drive. Northpark Drive is one of the two main access roads into Kingwood and is presently significantly undersized for the daily traffic volume. During rush hours, Northpark Drive is regularly backed up to either US 59 N or

towards Woodland Hills Drive. Expanding Northpark Drive is necessary to support the current traffic loads and the expanding traffic volumes associated with new residential and commercial developments.

Andrew S., resident

Please help traffic congestion in Kingwood. The Northpark bottle neck is a daily problem at all hours of the day. This infrastructure was designed before additional subdivisions were planned and homes built. We need a solution, please.

Kyle S., resident

Northpark is one of the main and few ways to get out of the Kingwood Community. During high traffic times of the day, it takes a very long time just to move from Woodland Hills drive to 494 or hwy 59/69. This makes the community less attractive to people home shopping and makes evacuation almost impossible and dangerous. On a normal day, it is difficult to get to a hospital in a timely manner in a car or ambulance because there is nowhere for cars to go or move over to once they are stuck in traffic on those lanes.

Jennifer W., resident

It has too many car lanes. Looks super dangerous.

Larry R., resident

The need for a Northpark expansion is long overdue. I spend 25 minutes every morning on Northpark trying to get to I 69. I leave my home at 9:00 am after the main commuting rush. With more businesses along Northpark under construction, it will be impossible to reach 69 within 40 minutes. This traffic back up affects the ability to sell a home in Kingwood as potential buyers do not want to buy in a neighborhood with this kind of traffic back up.

Dianne J., resident

All construction on roads has been grossly mismanaged (unnecessary blockage, unsupervised traffic control, unqualified unsafe laborers, unnecessary spending and so on) worries us about who is in charge and paid for watching over this project. who will be responsible (answer questions and ready to quick fix mishaps) on call with name and phone number?

Ion G., resident

The Northpark Drive Reconstruction Project should be approved for multiple reasons. Northpark Drive is only 1 of 2 main roads to Kingwood from Highway 59. The traffic backs up in the rush hours and even on weekends as the population of Kingwood continues to grow. In addition, the proposal includes flood mitigation. It is common for the road roughly from Russell Palmer Road to Hidden Pines to flood during heavy rain. After Hurricane Harvey, there was no way in and out of Kingwood for about 6 days after the flooding started. The only other major access to Kingwood is West Lake Houston Parkway which goes across Lake Houston from FM 1960 in Atascocita. Lake Houston was the source of major flooding after the Hurricane which left a community of almost 82,000 with no way in and out of the neighborhood.

Yup K., resident

The improvements on NorthPark are certainly warranted! Traffic continues to increase as developments continue to grow in the NNE quadrant of Kingwood. It seems that a large segment of the eastern sections of Kingwood utilize NorthPark for various reasons. I sincerely hope that these improvements can commence as soon as possible.

Ronald M., resident

We need the Northpark Drive expansion project in Kingwood to be approved. As Kingwood has grown over the years Northpark Drive traffic has gotten unbearable not to mention when you get caught at light by a train it adds to the gridlock and backs traffic up all the way down Northpark Drive. This project, I believe, would help with our growing traffic problems. \*\*PLEASE APPROVE \*\*

Christine S., resident

Please expand Northpark!!!!

Heather B., resident

I am a resident of Kingwood living in Kings Point Village, about 6 miles east of Hwy59. Our route to 59 requires us to travel either Kingwood Drive or Northpark Drive. Please note that both routes are congested and dated. Travel time either going west or east has increased significantly over the last 2-3 years. These conditions result in time lost for all travelers, increased accidents and unsafe conditions especially in medical situations. Please recognize this need and approve this project as top priority. Thank you.

James B., resident

Kingwood needs The Northpark reconstruction project for the safety of its residents. It was evident after Harvey that Kingwood needs better escape routes in case of emergencies. For this reason alone, this project should be considered for funding. However, this project also meets the needs of resolving the traffic issues coming in and out of Kingwood. Please consider this project and number one priority!

Tammy H., resident

I urge your endorsement of the Northpark Drive Reconstruction Project. Traffic volume on this artery is already excessive. This project will improve both traffic flow and safety. It will also help address the major flooding problems that the area continues to experience. If this area floods again Kingwood as we know it will die, current residents will not rebuild again.

Carl L., resident

I am all for the Northpark expansion and can't wait; I just hope it gets completed ASAP.

Ashly G., resident

I would vote NO. This is absolutely unnecessary!! \$28million for 1-2 hours of traffic in the morning and again in the evening. This is ridiculous!! This also doesn't address the issue for King Mill residents of safely getting to the Westbound side Northpark.

Jonathan I., resident

I strongly support this project and request the needed Federal funding to complete this construction. The reconstruction and widening of Northpark Drive is critical to the mobility and safety for the Kingwood Area. In this section of Northpark Drive from Russell Palmer Road to Woodland Hills Drive, there is a crossing with Bens Branch. Bens Branch has caused the flooding of Northpark Drive several times making it impossible to enter or exist the Kingwood area. The proposed plan is to elevate Northpark Drive above the 500-year flood elevations to provide flood resiliency for this most needed evacuation route. During Hurricane Harvey all exist out of the Kingwood Area were impassable by flood waters. The proposed improvements would provide at



least one evacuation route out of Kingwood for the 70,000 plus residents. Thank you for your assistance in providing the needed funds to complete this project.

Stanley S., resident

I live in Kingwood and Northpark is my primary route in and out of the neighborhood. It's getting to where there is heavy traffic on Northpark well beyond the traditional rush hours. The Northpark Drive Reconstruction Project looks like it will provide some much-needed relief. Please fund the project in full. Thanks.

Jon W., resident

The North Park Reconstruction Project is a necessity for Kingwood. Kingwood is basically a "1 way in, 1 way out" community as the east fork of the San Jacinto River is a natural barrier to the east. Due to the growth of Kingwood, the capacity of the roads leading in and out are out dated. For traffic alleviation and more importantly safety, Northpark Dr. must be expanded.

William M., resident

Please ensure that funding is approved for the Northpark Drive reconstruction project. Traffic flow in and out of Kingwood has gotten worse with each passing year and each additional neighborhood that is built. Traffic delays are a major source of frustration in our community. But more importantly, in the event that Kingwood would need to be evacuated quickly, due to hurricane or otherwise, there are grave safety concerns about the ability to evacuate in a timely manner. This is a very important safety issue in our community! Thank you!

Brian G., resident

Yes we need expansion ASAP ...

Jeannie B., resident

As a resident of Kingwood for over 28 years, I have been able to directly observe its tremendous growth and pressure put upon its roadways. There are currently four main routes in and out of Kingwood-Northpark drive, Kingwood drive, West Lake Houston Drive and Mills Branch (Ford) road. Those are the same thoroughfares that have existed for at least the last 20 years and as Kingwood has grown those roads have remained the same and are now very congested during peak traffic hours on weekdays and weekends. In fact, on Saturday mornings, for most not a workday, but a day to get out of Kingwood and get needed shopping/errands accomplished at businesses mostly outside of Kingwood, it is not uncommon to have a delay of 20-30 minutes just to get out of Kingwood. I have had an increasing feeling over the last several years that at times we are almost "trapped" in Kingwood. Furthermore, along this line of thought, during the aftermath of the hurricane Harvey flooding, we were essentially trapped within Kingwood. Mills Branch (Ford) road was the only entry/exit to Kingwood for several days and it was extremely congested. All of the other exit points were flooded, including Northpark Drive. There were some tense moments during that time when it appeared that even Mills Branch (Ford) road would flood, effectively cutting off all avenues of escape as water was rising within Kingwood. I believe that it is essential to complete this project to help the massive congestion and prevent Northpark drive from flooding in the future. We are also aware of many who have moved out of Kingwood due to this "trapped" feeling and my family is now considering that course of action in the near future. Kingwood is thriving and has a lot to offer, especially its fine schools, but I believe unless the situation described above is remediated, Kingwood may find itself left behind other "more open" communities in the northeast part of Houston.

Mark J., resident

I have lived in Kingwood since 1983 and use Northpark as a primary access road to my home routinely. Over the years it has become totally unusable at critical times of every day of the week. It is so clogged with traffic that emergency vehicles have no way to move in either direction which is a terrible life safety situation. This project is a absolute necessity for the improvement of life safety, air quality and quality of life for tens of thousands of residents and businesses.

James S., resident

I'm glad that Northpark is being widened. The traffic has increased rapidly in the last few years. I would also like to request that a right turn lane (heading south) at Hidden Pines. Now that a stop light is at that intersection. It really hampers the people turning right into Woodland Hills. Please consider this. Thank you for your hard work on this project.

Paula M., resident

Please fund the North Park expansion project in Kingwood. It takes commuters an extra 20-30 minutes to get home on a 2.5 mile stretch due to the congestion. Thank you

Cynthia G., resident

This expansion needs to be placed higher on the list. It is absolutely necessary as traffic is terrible

Greg S., resident

I strongly support the Northpark Drive Reconstruction Project and I hope and pray for the HGAC's support as well, Kingwood is so congested and with minimal escape routes. I've lived in Kingwood for 16 years and traffic has simply become unbearable. We need this project to become a reality and your support would be greatly appreciated. Yours truly just sitting daily in backed-up Northpark traffic. Thank you.

Ricky H., resident

The Northpark expansion is very much needed. The traffic is heavy during normal conditions and would be especially troublesome for evacuations and road flooding.

Terry T., resident

I support the widening of Northpark. This is a vital link into Kingwood and has become so congested it is unusable at sometimes of the day. Both main entrances to Kingwood have a railroad track at 494 which blocks traffic many times a day meaning first responders cannot get into or out of Kingwood. The overpass that's part of this project will provide critical access over those tracks. I urge support of this for the over 100,000 residents of Kingwood

Stephanie T., resident

I support the north park project. It is critical for both first responders' access as well as storm evacuation. The railroad tracks at 494 regularly lock access to both Northpark and Kingwood drives, cutting access to Kingwood. The overpass on Northpark will alleviate that. Traffic is at a standstill many times during the day. I urge your support of this

Edward T., resident

I live on North park and take the road towards 59 hwy daily. The intersection of Northpark from Russell palmer to hwy 59 is often congested and at a standstill. Furthermore, the train system that intersects 494 and Northpark is confusing to drivers. By this I mean I've noticed daily that other drivers are unsure of where and when to stop, even with the white markers on the roadway,

causing a hazard to themselves and others. These drivers are often on the track itself and even if they realize they are on the track, they are pinned in by the other vehicles surrounding them. There are also many homes and businesses near the intersection of 494 and Northpark Drive. Kings Manor Elementary School is also nearby this intersection. If an accident was to derail the train, the effects could be catastrophic. Therefore, I support the extension of Northpark Drive from Russell Palmer to Hwy 59.

Jarrett M., resident

The expansion project of Northpark Drive is needed greatly for our community. As a resident of Kingwood, over the last 50 years, we have seen our population grow without the necessary roadway added capacity improvements. Northpark Drive used to be the quickest way in and out of Kingwood. Now it is the worse. I do not use Northpark Drive now because of the traffic delays. Please approve this project as it is greatly needed for our community. Protect the wetlands in place and save as many trees as possible.

Dennis M., resident

I drive this road several times per week and the congestion is unbelievable. Even during "off-peak" hours like mid-afternoon or late in the evening it takes significant time to go west from Russell-Palmer Blvd to Hwy 59. Expanding the roadway would help with increasing development in that area and decrease the overall congestion.

Sandra G., resident

I just moved to Kingwood with my family from Cypress, TX 2 years ago. Our subdivision is along North Park drive when you enter the Kingwood entrance. I loved the idea of living in a place that is so close to nature and a community that respects the natural world. Researching Kingwood two years ago - this was an issue that I saw being discussed back then as well - 1) Horrible Traffic Congestion at North Park Dr 2) Flooding being prone and a historical issue with this road 3) The general lack of maintenance causing the section of Northpark Dr to be an eyesore everyday as my family drives into Kingwood. It doesn't make sense for us to be living in a \$400k+ house and paying \$12k+ in annual property taxes that it looks like a dump before we enter our subdivision. Also, the traffic concerns are all too real. It is one of the worst and soul crushing trafficked roads I've ever experienced in Houston. I decided to move here because I assumed it was obvious that this issue would be worked on as it was hotly talked about 2 years ago. Here we are in 2019 and we are still talking about it. Let's stop talking about it and fix it or you won't have a community left because there are other places in Houston we can move to if it comes to that.

Harris I., resident

The Kingwood community would greatly benefit from this project, it is greatly needed.

Denise A., resident

The traffic just to leave Kingwood via Northpark is always congested. This problem prevents emergency vehicles from getting to destinations in a timely manner. Likewise, this situation has become an inefficient way to get to Route I-59. Many, like me, have resorted to travel through neighborhoods in neighboring Porter to get to the highway. Thus, adding extra miles to reach the same destination. Something must be done especially with all the new homes and new neighborhoods that have been built and continue to be built. Thank you in advance for your consideration of this proposal.

Holly L., resident

Must needed project. New communities are being built and roadways are not sufficient to handle the traffic.

Derek A., resident

Please expand NorthPark Dr to three lanes and rebuild overpass for rr tracks. When I moved to Kingwood in 1979 the roads were fine for the population. Now the roads are crazy. I live off NorthPark Dr and the time wasted trying to drive down my 3 mile stretch every day is unacceptable. Thanks for considering promised expansion.

Barbara W., resident

I would like to see this project completed as soon as possible. Thank you

Thomas W., resident

This needs to be a priority!

Anthea F., resident

Please push along the Northpark drive project. Kingwood has needed this project for a long time. Traffic congestion is terrible all times of the day. My husband and I often comment that if there was an emergency the vehicles could not get through as they should. There is no place for vehicles to go to get out of the way. I am so glad that this is being built with kingwood's flooding in mind. Please push this project through as soon as possible. Thank you.

Denise S., resident

We have noticed an increase in traffic since we moved here in 2014. There have been more subdivisions added, an increase in population in the area, but no improvements in traffic flow. We find that as we approach the loop, that it is backed up and takes several light rotations before we come to the intersection. Also, if there is a train we can expect a huge delay. This project is really needed for Kingwood's residents and those who frequent Kingwood.

Kim D., resident

It is my understanding that the NorthPark Dr. expansion/reconstruction project may not get started because reason unknown. This is very disheartening, and I am very concerned of the increasing probability of auto collisions, personal injury, road rage, drug dealings, auto theft, centered around the NorthPark Dr., Loop 494 and I-69/Hwy59 proximities. I moved from Kingwood/Bear Branch area in 2009 because it was taking 30 minutes to travel 1.5 miles just to reach Hwy 59, to the Oakhurst of Kingwood community in 2009. In making this move, it would only take 2 minutes of travel time to get on I-69/Hwy 59. 9.5 yrs. later it now takes 6 minutes to travel the .5 mile, to get onto I-69/Hwy 59 to travel to downtown Houston for work. In addition, there has been a Kroger Super Store built and currently being built is an HEB Super Store on the East and West side of I-69 corners. Also, two 1,000-unit apartment complex's built and strip centers, and office buildings and hotels and gas stations built. In addition, there has been two schools and 1,500 KB Homes housing community built by KB homes, 1 new 1,200 home community being built on Sorters Rd which uses and will be utilizing NorthPark Dr. West, growing the existing traffic problem more immensely. I travel into and from Kingwood area very frequently and during rush hour times (AM/PM) and on Saturdays and Sundays, it can take 30 minutes to travel from Woodland Hills Dr. going West to I-69/Hwy 59 due to traffic buildup from I-69 to Wal-Mart. I have referred with Civil Engineers that live within Kingwood who informed me when TXDOT took out the entry and exit loops to access Hwy 59 in and out of Kingwood around 2008, Kingwood Dr. and North Park Dr. will become a traveler's nightmare; they were right. In

addition, The Woodlands saw the same situation developing and what did The Woodlands do? They were able to get the Entry and Exit Overpass Ramps into and out of The Woodlands built to ease the traffic congestion. Within the 77325, 77339, 77345 and in part 77346 zip codes there are approximately 82,000 people utilizing primarily 3 entries and exists to the Kingwood area. This is not factoring in other zip codes, 77365, 77338. The study has been done, the funding is mostly supported by entities other than TXDOT (not confirmed), it is time to progress with the times and provide for the future growth of the Kingwood area. Build the infrastructure to accommodate the travelers. Thank you for listening to a concerned community citizen.

James H., resident

We need this project. traffic has been horrible and there are no sidewalks part of the way... our neighborhood is growing, and we need more space for all the drivers to keep our community a good and safe place to live

Rachel C., resident

This project definitely needs to be in the top ten for the area. The safety of the kids going to school for one, as well as the safety of the motorists that drive this road every day. People are avoiding Northpark and speeding through other school zones to circumvent all the traffic. Please reconsider this project and get it done for the safety of all that live here.

Todd F., resident

Northpark, in Kingwood needs help, it's a complete bottle neck anytime of the day. Something needs to be done to ease the congestion, as more houses are businesses are still being built.

Jayne H., resident

Traffic is currently ridiculous build to a standstill from early morning throughout the day. More businesses only add more traffic, and expansion throughout the 494 / Northpark area is increasing. From a safety view point, the crossing at the train track is horrendously dangerous with wrecks happening frequently, particularly when impatient drivers are trying to get home having just fought the Houston traffic downtown. For the Russell Palmer Road to ~1,000 FT east of Woodland Hills Drive section it needs widening and providing quicker, efficient and improved flow to access to I69. I don't believe these roads have been maintained to keep pace with the ever-increasing population, and with only 2 main entrances/exits to Kingwood, we need a clear flow of traffic to allow for a hurricane evacuation. The whole area is in need of redesign and rework.

Mark H., resident

EMS response times are extremely poor in Kingwood, due to out of control mobility. In my opinion it is no longer safe to live in Kingwood. This upgrade will make it much easier to get to the hospital when an emergency occurs. Thank You.

Allen B., resident

As a long-time resident of the Kingwood Area, I strongly support the funding of the Northpark Drive Expansion Project. Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge

will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. There is a constant risk that evacuation routes out of the Kingwood Area during an emergency would be cut off if a train has to stop blocking Kingwood Drive and Northpark Drive. This project would reduce that risk.

Dee P., resident

Please build this!

Boris S., resident

Northpark should be widened due to more and more people moving to this area.

Terry V., resident

The traffic on NorthPark Drive is ridiculous. It backs up in the morning and in the evening. Our population along NorthPark is growing due to the addition of the Woodridge Forest subdivision and businesses along the route. Something needs to be done.

Virginia B., resident

We should use center-turn lanes (like 1960) for the businesses between 494 and 59. The current median is dangerous. Also, make sure there are exits to 494 going towards 59 from Kingwood.

Alexander K., resident

I live in Kingwood but rarely take Northpark due to the traffic. With NP overburdened and very stressing Kingwood Drive, I feel that without this project we would have a serious problem to safely evacuate let alone the daily impact to life. Please implement this project as soon as possible. Thank you.

Matthew V., resident

I am a 30 year resident of Kingwood. The traffic and delays caused by the extensive traffic on Northpark Dr has become extremely difficult to travel the road. With the growth in the area, new homes under construction along with development of new business, including the huge HEB shopping center the traffic problems and congestion will only worsen. It is past time to widen and improve driving conditions and drive times along Northpark. Thank you!

Francie W., resident

Please improve Northpark. It's so clogged up that I avoid it by driving to porter everyday (via Ford rd) even though I want to go south of Kingwood. It's ridiculous.

Jason C., resident

We need this project to start urgently in Kingwood. It is a traffic nightmare as well as there are real flooding concerns that basically trapped us in our neighborhood as Northpark was completely flooded and we couldn't get out of our subdivision. Funding for this project is severely needed.

Anam I., resident

I am a resident of Kingwood and use this road every day we need to have a better and bigger road for our safety and all of the residents of Kingwood and to be able to go out into 59 in the case of a flood. I am pro this project and it needs to be passed for the wellbeing of this community and for the future of our children.

Indiana F., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. It is necessary to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks. Please reconsider this important safety concern for Kingwood residents.

Francine P., resident

Please approve this improvement on our road, it will alleviate the traffic we currently have.

Emma R., resident

I'm the pastor of St. Martha's Catholic Church on Woodridge Parkway near NorthPark and I'm in favor of the NorthPark expansion project. With Kingwood and this area growing, NorthPark is becoming increasingly congested and is a safety concern if it is not expanded.

Fr. TJ D., resident

We have resided in Kingwood for over 20 years and have seen a lot of changes in the area over that period of time. In particular, additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward.

Craig and Cheree A., resident

It is of utmost importance that North Park Drive be widened to six lanes at least from I69 to Woodland Hills Drive. Kingwood, the livable forest, has been deforested and has been overbuilt with no regard to the increased traffic on its two main arteries: North Park and Kingwood Drives. There has to be a limit as to how many housing projects should be allowed in Kingwood in order to prevent the increased population that has contributed to North Park and Kingwood Drives being so congested. Now, not only during peak hours, but also during most of the day, leaving Kingwood takes more than half an hour from Woodland Hills to I-69. Thank you for your attention to this serious problem.

Jean and Jose D., resident

This project must be built. The congestion in the morning and evening is the worst I have seen. On weekends the businesses along this stretch of road have customers that either can't reach their entrances or once they get there because of the traffic they can't exit the business. Lots of new homes are being built attracting many new residents that is only making the traffic congestion worst. If a train happens to come the traffic is backed up for over a mile maybe more. To avoid this in the morning and evening many residents are forced to take either Kingwood drive to exit Kingwood and that street is already overburdened or they take W Lake Houston Parkway to Atascocita adding to the congestion that already exists on FM 1960. Lastly in desperation residents are forced to go N on Mills branch to Ford Rd creating huge backups on Ford Rd when it reaches Loop 494. This project has to be a priority.

Bruce W., resident

The traffic on Northpark has grown tremendously over the last couple of years. With the growth of businesses, residential neighborhoods and new construction for both, traffic flow slow. It seems with increase of traffic on Northpark, there appears to have had an increase of accidents. The



expansion would seem to help flow of drivers getting onto the Interstate and those drivers wanting to frequent the businesses.

Michelle C., resident

Please add this project to your schedule. This community has grown exponentially bigger, than the roads can handle. We need this project to help alleviate traffic build up! Thanks, Caroline Stevens

Caroline S., resident

I support this project. It will be invaluable to the Kingwood area. I have lived here for over 30 years and Northpark has become all but undrivable many days due to the traffic. The congestion at the railroad tracks is embarrassing for a road this critical.

James S., resident

Kingwood needs better ingress and egress...please widen Northpark!

Joseph S., resident

This project is a MUST for Kingwood. Morning traffic can take 30 minutes from Woodland Hills to Hwy 59. I can't believe hasn't been started, let alone not even sanctioned yet. Kingwood residents have been waiting years for widening of Northpark. Lack of normal access wastes millions of man-hours per year, hurts property values, and is a safety hazard.

Max W., resident

Yes, to this project.

William S., resident

This is a critical improvement needed for Kingwood for Traffic and safety.

Paula Y., resident

I encourage HGAC to provide support for the North Park Expansion Project. This project is essential to the 70,000+ residents of Kingwood, which was annexed into the City of Houston in the 1990s. This project will include reconstruction and expansion of Northpark Drive from four to six lanes and the construction will bring the road above the 500-year flood plain and provide a viable evacuation route for Kingwood. During Hurricane Harvey, most of the major access routes for Kingwood were impacted by standing flood waters and debris which interfered with emergency access for ambulances, fire trucks and other first responders. In addition, the hospitals and major medical facilities that support Kingwood are west of I-69 and west of the Union Pacific Railroad. There have been various incidents in the past where a train was stopped and blocked both Kingwood Drive and Northpark Drive, cutting off all access routes for ambulances trying to reach the hospital. The Northpark project will provide an overpass for traffic to cross over the railroad tracks. I strongly encourage HGAC to support the Northpark Expansion Project. Thank you for the opportunity to provide comments on this important project.

Fred M., resident

I can honestly say that this project is sorely needed. I have been a resident of Kingwood since 1997 and have watched this area continually grow over the past 22 years. During this time, Northpark Drive has seen some improvement, but not the type that is required to actually keep up with the level of expansion that has occurred within this community. We residents not only



need better roadways to access our community but require roadways that will allow us to do so, in as efficient a manner as possible, especially during times of severe weather. As a homeowner and resident of this area for nearly 22 years, I would urge anyone that reads this comment to seriously consider funding this project. Congestion alone will begin to drive away residents, and that won't benefit anyone, not the residents, nor Harris/Montgomery Counties. Thank you.

Steven R., resident

The Northpark Drive project is very important to the safety and health of residents and nonresidents of the area. At the present time the traffic along this roadway is constantly in a state of stoppage. Vast improvements are needed in order to allow orderly traffic during normal times, and during an emergency, such as a weather disaster, there will be many people injured or even killed by the inability to get out of the area.

William K., resident

Because of its population size Kingwood needs an all-weather evacuation route. It also needs an evacuation route that is not blocked by the train tracks along Highway 69.

Ann H., resident

I strongly support the Northpark Drive Reconstruction Project. As a resident living in the North Woodland Hills subdivision, I use Northpark Drive every day. There are problems with traffic and drainage, and I ask that this project get federally funded to provide a safe evacuation route as well as improve traffic and safety for all residents in Kingwood and the surrounding areas. Thank you for your consideration.

Mike L., resident

Northpark Dr. in KW needs expanded ASAP. The traffic congestion is terrible. With all the recent retail/ commercial/ residential building along this corridor, it is near impossible to get to I69 in any reasonable time. It is a great inconvenience to commuters. As building continues along Northpark coupled by numerous trains that come by daily and block traffic at Loop 494, the flow of traffic is unacceptable. The widening of Northpark and a flyover 494 is long overdue for both safety and efficiency reasons. Please provide the necessary funds to complete the Northpark project soon as it is one of the three major exit/ entrance roads into and out of Kingwood, all of which are unreasonably congested.

Frank D., resident

Residential and commercial growth in Kingwood and surrounding areas have greatly increased the vehicle traffic on Northpark to the point of being intolerable. Kingwood has only two main Eastward roads (Northpark and Kingwood Dr). Drivers now use the Ford Rd/Mills Branch to return home even though these roads were not built to handle the traffic now seen. The expansion of Northpark is essential to ease the traffic congestion and allow further commercial development near Northpark and Highway 59.

Robert B., resident

NorthPark Dr. in Kingwood desperately needs to be improved as it is difficult to get out of Kingwood in a timely manner. Our hospitals are located on the opposite side of 59. The congestion makes it difficult for emergency vehicles to get across the freeway. In addition, evacuation is a problem such as for a hurricane. There are so many more subdivisions being developed and NorthPark was not designed to carry such a load. I have lived here for 42 years and have seen the change. We need the funding to avoid a problem in the future. I ask you to seriously take this issue under consideration. Thank you.

Linda S., resident

This is the most important project in the Kingwood area. These improvements would allow improved access to HWY 59 for Kingwood residence. It is important to eliminate the at grade railroad crossing. This is way more important than the Hamblen Road improvements.

John G., resident

Being one of the clergy at St. Martha Catholic Church on Woodridge Parkway just north of Northpark Drive, I have seen firsthand the utter insufficiency of Northpark as it currently is for handling traffic loads not only during rush hours, but also on Sundays, when far more people attempt to turn left up Woodridge Parkway to get to church than the short turn lane and every-other-light-cycle green signal can handle. We have had to hire off-duty police officers to direct traffic on these occasions. Furthermore, this light setup also breeds a certain contempt for traffic laws in the area, as drivers often train through this light due to the shortness and infrequency of greens. In order to alleviate this problem, having clearly arisen from an attempt to make the most of Northpark's current east-west carriage capacity at the expense of its cross-streets, it seems necessary to me to expand the capacity of Northpark itself so as to be able to normalize the light patterns in the area, improving flow on Northpark and its cross-streets at the same time. I fully support this project and believe that its execution will be a major and needed improvement in both accessibility and safety for this growing part of the city.

Jonathan M., resident

The expansion of Northpark Drive is overdue and will significantly improve traffic flow in and out of Kingwood. As it is it not only impedes workers, but emergency vehicles are unnecessarily slowed. Due to the drainage ditch between the east and westbound lanes, there is nowhere to move when emergency vehicles need to pass.

Derek N., resident

I strongly support the Northpark expansion as it is vital to the community to relieve traffic congestion.

Florita W., resident

I strongly support this project. It is vital to the mobility of Kingwood as it is one of only 2 roads that provide east-west access to the community.

Rachel R., resident

As a resident of Kingwood since 1982 it is imperative to approve and begin the Northpark Drive expansion. During the rush. Hours the traffic on Northpark is extremely brutal it can take upwards of a half hour to travel between woodlands Hills Drive and route to 494 or vice versus. Also, Kingwood Drive needs to be expanded. The traffic from my house to the entrances of Kingwood take upwards to a half an hour and more if the Kingwood High school students are getting out of class. Victoria Ramirez Residents of Kingwood since 1982 My son and his wife and 4 children live in Kingwood My daughter veronica is also a resident of Kingwood and has her business in kingwood of 40 years My husband and I also had our business In Kingwood and sold it to my daughter and that is why we have to maintain Kingwood beautiful to live and ease to travel around.

Victoria R., resident

Yes. The Northpark drive is definitely needed to expand; especially building the overpass to avoid the railroad track.

Thuan T., resident

Expansion is necessary to help traffic congestion.

Bich T., resident

I think it is imperative to do the reconfigurations of North Park Drive in Kingwood. The traffic is atrocious, and the road needs to be widened. Ever since I moved to Kingwood in 1980, I have felt it is very dangerous not to have an overpass at the railroad tracks. We have had numerous occasions to construct overpasses and have ignored them. If a disaster occurred in Kingwood and the train broke down and blocked the tracks, we could be in great danger.

Ruthann K., resident

Dear Technical Advisory Committee, H-GAC staff, please consider the importance to the need for this expansion. We have lived in Kingwood since 1989 and have watched the roads become more congested and the need for better roadways to be built to enable us to move in a timely manner throughout the area. Northpark Drive is one of the most heavily traveled roadways in Kingwood. We have basically 2 ways out of Kingwood to 69 via Northpark and Kingwood Drive. The goal of the project is to improve traffic flow and safety along Northpark Drive. The Northpark Drive Expansion Project would provide Kingwood residents with an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. Additionally, a bridge will be built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, addressing traffic delays due to passing trains. Respectfully requesting your approval of this project.

John E., resident

This project is much needed and much promised. At every turn there has been a road block mostly by the city that gladly takes our taxes to spend anywhere but here. It is time to get this project for relief from the long lines of traffic. We have seen a significant increase in the time it takes to get to Highway 69 from North Lake Houston Parkway. I personally have stood in backups of over 30 mins from wood bridge to 494. With the new homes being constructed even North of Lake Houston Parkway and the increase of businesses (possibly a new marina Complex in the flood plain) it is imperative some road expansion be extended to the Kingwood area.

Margaret N., resident

Traffic and congestion on this street get worse every day. Would really like to see this project started.

Sanford A., resident

It is imperative to approve and begin the Northpark Drive expansion project! Traffic even during non-rush hours on Northpark Drive is unacceptable- it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. This project should have been done long ago. It absolutely must be done now! I have been told Kingwood Drive will not be widened unless Northpark Drive is done first. We can't have both major access roads be this congested.

Linda W., resident

It is imperative to approve and begin the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely brutal - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, especially if a train happens to traverse Northpark at that time. In non-rush hour periods, the traffic eases off to simply brutal. This project should have been done 10 years ago. It absolutely must be done now!

Sandra d., Resident

WHY have they decided to just go to Woodland Hills Dr. with the 3 lane, and not going all the way back to W. Lake Houston Parkway with 3 lanes each way w rt turn lanes? What genius made that decision? The same ones who designed the 59 feeder roads that badly flood? Honestly, most of the traffic issues on Northpark are people trying to get to the back of Kingwood. Ending the 3 lane at Woodland Hills Dr. will only create a serious bottleneck, and defeats the purpose of the 3 lane plan. BTW, The stop light at Hidden Pines is a mess, people trying to into and out of N. Woodland Hills neighborhood have to wait long periods to get in and out. Not to mention the light for the left turn onto Hidden Pines, and from Hidden Pines onto Northpark stays green for only a few seconds...allowing at the most 3 cars through. Even other stop lights on this stretch stay green longer.

Brian S., resident

Exit from Kingwood in case of an emergency is very important. The congestion on Northpark Drive along with Kingwood drive creates severe problems during normal traffic days. In an emergency, it is nearly impossible. Please consider the Northpark Drive Reconstruction Project.

Joan N., resident

Unfortunately, Kingwood has grown WAY beyond Northpark Drive's usefulness. PLEASE consider and approve the Northpark Drive expansion project! During rush hours traffic on Northpark Drive is extremely frustrating - it can take upwards of a half hour to travel between Woodland Hills Drive and Route 494 or vice versa, a trip which should only take a few minutes. If a train happens to cross Northpark at that time, the time is increased even more. Even in non-rush hour traffic, the trip down Northpark is excessive. The backups cause other roads, particularly through residential neighborhoods, to experience heightened use and threatens the safety of those neighborhoods. This project should have been done 10 years ago. It absolutely must be done now!

Anne R., resident

I am a kingwood resident and take Northpark every day for commute. An expansion is direly needed to improve traffic situation

Hammad H., resident

Traffic on NorthPark has become unbearable. I fully support the widening of NorthPark from 4 to 6 lanes and the building of a bridge over the railroad tracks.

John M., resident

I wholeheartedly support the NorthPark Drive reconstruction project

Pierre D., resident

Please fund the Northpark expansion project. This project should have been completed 5 years ago. The traffic situation is terrible all day long. Would like to see a flyover to 59 southbound

included but we will take whatever we can get. Help us please. It is a matter of public safety that this project gets fast tracked. Thanks.

Michael L., resident

Please expand Northpark. The traffic is ridiculous. I'm a previous Woodlands resident and they expanded their most commonly used road to 6-8 lanes to prevent build up. We need to do the same! Make Kingwood a priority!

Victoria C., resident

Funding for Northpark expansion is long overdue. Traffic is terrible, and it has become a public safety issue. This project needs to be funded and completed ASAP. Thanks.

Donna L., resident

I support the expansion of North Park Drive. The continued traffic congestion is a safety concern for all Kingwood residents.

Denise K., resident

As a long-standing resident of Kingwood, it is utterly ridiculous that while growth continues around us, it takes 30 minutes to travel a mile and a half. With the projected growth and expansion of Kingwood, specifically North Park, an expansion is necessary to continue with progress.

Chelsea T., resident

Please....let's get this show on the road already! No pun intended.

Barbara H., resident

Yes, please expand the lanes for North Park drive in Kingwood, Texas. Thanks!

Darrin J., resident

I support widening Northpark asap. Four lanes not near enough. Congestion has been slowly getting worse as Kingwood grows.

Don J., resident

The North Park road way expansion project is a must for the kingwood residents. Please let it be executed.

John S. resident

Northpark drive is indeed of expansions. Our growing community is making our roads dangerously congested.

Gail G., resident

Traffic has tripled over last 10 years getting out and into kingwood has been a nightmare. Work on better access should have been completed long ago considering the tax dollars flowing in.

Chikku P., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. The project will improve traffic flow and safety along Northpark Drive--just what the residents of Kingwood need and want. The Northpark Drive Expansion Project would provide Kingwood residents with an all-

weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. Please fund this project and make safety your priority for our community.

Rosemary B., resident

This project is way overdue. Northpark is one of the most heavily traveled streets in Kingwood. In addition, we desperately need new water retention and flood improvements to this area. It is a major evacuation route. Please bring some of our money back to Kingwood for these improvements. Thank you for your consideration.

Barbara M., resident

Please approve this project. Kingwood is extremely congested on a normal day without rush hour traffic and in the event of fires or any emergency evacuation, it could be incredibly costly.

AJ H., resident

Simply put: The Northpark Drive expansion project is not only overdue for the daily commutes but is needed post-Harvey to help retain the tax base. The Valley Ranch development among others, have created very strong competition for the area. Thank you for your consideration.

Lynn B., resident

It is crucial that the Northpark Reconstruction Project Be started and complicated. The traffic is horrific and worse than horrific in peak traffic hours. We also have a train track to contend with that adds to the problem as well.

Vicki R., resident

Northpark Drive is one of 2 major roads in and out of Kingwood, a heavily populated suburban area of working, tax-paying citizens that have to commute 40-60 minutes to get to work. This road is inadequate in size and looks like something out of Mayberry RFD. In addition, there is no safe way out of Kingwood to reach the hospitals on the other side of I-69 or to leave in the case of flooding when there is a train traveling through our area (which happens very frequently and will increase in the future). There are no overpasses over the highway on either Hamblen Rd., Kingwood Dr. or Northpark Dr., thus trapping us in our area or leaving emergency patients without medical care. Many of these projects are forward-thinking and "nice to have" to facilitate traffic flow, promote businesses, and improve aesthetics.... this one is a matter of life and death for citizens of Kingwood. We contribute to this area through employment, volunteerism, and taxes. I ask that you strongly consider this project to save our lives. One look at the videos from Harvey of the rivers flowing down Kingwood Drive trying to save people flooded out of their homes in the middle of the night will remind you that I'm not being dramatic. We need this project badly. Thanks for your consideration.

Mary R., resident

The NorthPark Drive project should be considered a safety necessity. There are over 60,000 residents in Kingwood and there is really only one road out that cannot be blocked by a train: West Lake Houston Parkway. And it can be blocked by flooding. Hamblen Road, KINGWOOD Dr, Northpark, and Mills Branch / Ford Road all require crossing a railroad. Accidents occur with grade crossings, as do derailments. Ambulances and other emergency equipment can be blocked, as can private vehicles trying to reach a hospital in an emergency or to evacuate from a disaster. Imagine a drought 3 years from now, and a wildfire starts in the Enchanted Forest. Forest fires can move at an alarming pace...we INVOLUNTARY CITIZENS OF THE CITY OF HOUSTON deserve to be provided a reliable and safe exit from the community. Thank you.

Paul A., resident

This project is vital to Kingwoods continued growth and infrastructure. There needs to be an unrestricted access in and out of Kingwood at all times. We do not have that at this time! Many times, you could not leave by ambulance down Northpark Dr. to get to a hospital or in the case of flooding leaving Kingwood was next to impossible! Kingwood is continuing to grow and prosper with great plans for the future but without this project being built it would be crazy to think any further expansion could succeed!

Kent S., resident

The Kingwood North Park Drive project is of utmost importance to not only Kingwood but surrounding areas. Issues related to emergency evacuation and flooding are such that PROFESSIONAL RECOMMENDATIONS related to CITIZEN SAFETY & SECURITY would (in a perfect world) make citizen input a secondary requirement for guaranteeing CITIZEN SAFETY & SECURITY. CITIZEN TAXATION funds 'professional' input on issues related to CITIZEN SAFETY & SECURITY and further, citizens elect representatives to promote issues related to CITIZEN SAFETY & SECURITY. When the Professionals and the Elected Representatives fulfill their job requirements, CITIZEN SAFETY & SECURITY is a done deal. Do the job and address the North Park Drive issue. Thank you.

Rose D., resident

Desperately need this project for an exit w/o trains and severe congestion

Daniel B., resident

Need flood a controlled exit with less congestion and trains

Marlene B., resident

I am expressing my concern for the need of the above Northpark Expansion Project. As pointed out by various civic leaders and politicians, NorthPark is one of the most heavily traveled roads in Kingwood. Rarely can we leave Kingwood without a wait. These traffic delays can be a safety issue for those using this exit from Kingwood. This project will also help with flood mitigation and provide a much needed all weather evacuation route. I encourage you to approve this project for immediate funding.

Walt S., resident

Dear Houston Galveston Area Council. I am adding my voice to request the Northpark expansion Project be added to H-GAC project list. The Northpark corridor and Kingwood have grown considerably but without having any major roads added in/out of Kingwood to 69/59. The Northpark Drive expansion project is not only desperately needed but it is also long overdue to improve traffic flow and to increase area safety by providing quicker access for emergency equipment to parts of Kingwood and to ensure an evacuation route over in case of flooding. Northpark Dr is one of two major roads out of Kingwood to Highway 69/59 in the case of flooding and one of the two alternate routes out of Kingwood, a two-lane road has flooded multiple times in the past 18 months. Please add the Northpark project to increase the overall safety of the Kingwood area.

Cheryl S., resident

Kingwood needs North Park to be expanded not only due to terrible congestion and a growing population, but more importantly to provide an adequate, safe, emergency evacuation route for



flooding, fires... it is imperative that this project be given a high enough priority to fund it. Thank you.

Julia B., resident

I am against the Northpark Drive Reconstruction Project.

Gregory M., resident

Please prioritize the expansion of Northpark Dr.! Traffic in and out of Kingwood is horrendous and the roadways have not kept pace with growth in the community. Kingwood residents continue to be deprioritized by the city and this work is long overdue. To support the continued growth in the area and to alleviate the inadequate infrastructure currently in place, it is imperative that this project move forward as soon as possible.

Colin C., resident

The planned expansion of Northpark Dr in Kingwood is vital. The traffic flow as it is today is critical with traffic backups of a 1/2 mile or longer both in rush hour and non-rush hour periods. The Union Pacific railroad that crosses both Northpark and Kingwood Drs. adds "salt to an open wound"; the trains roll through at both the AM and PM peak rush hour periods. The thousands of Kingwood residents have only 3 accessible egress routes at any time and especially in the event of emergencies when all three (Northpark Dr, Kingwood Dr, & W. Lake Houston Pkwy) become "choked" with motor vehicles resulting in it taking over an hour to leave the confines of Kingwood communities. (During hurricane Rita egress from Kingwood was closer to 2 hours). If nothing is done to alleviate the congestion it will become unmanageable - it is close to that now. Even now it is not unusual to see emergency vehicles sitting in log jammed traffic with no place to go; traffic is gridlocked while acute patients lie in an ambulance that has nowhere to go or (patients wait at home and become sicker) and fire trucks sit idling while the emergency they are trying to reach remains unassisted; injured people in car wrecks, houses on fire, crime victims & health emergencies must just sit and wait. I beg you to please comprehend the urgency of the plan to upgrade Northpark Dr, Kingwood residents have a need that is critical.

Katherine B., resident

Reason to fund this project - No medical emergency or response time should be impeded by traffic congestion caused by traffic light or train crossing. The proposed bridge will increase response and arrival times.

Mark G., resident

The North Park reconstruction project should be prioritized for many reasons. Some of them are: increased property tax revenue, increased population (multiple different taxes), and simply a logical plan for future growth. In order to accommodate continued growth in this area of Houston, expanding the North Park corridor is imperative. By widening this road, and building over the train tracks/Loop 494, it will ease traffic congestion and encourage more commercial and residential development resulting in larger tax revenues. We are essentially competing for development with Valley Ranch to the north of Kingwood. If we delay this expansion, we stand to lose out on commercial development opportunities.

Douglas A., resident

Northpark needs to be expanded for no other reason than emergency vehicles do not have a chance to get through if there is an emergency. Also, when traffic is so backed up is when drivers get impatient and cause accidents to happen.



Mariellen S., resident

The Northpark Dr expansion in Kingwood is so overdue and needed. The road currently is a traffic nightmare for the residents that commute. There are not many options in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue and will take a long time to complete once started. the long this is delayed the worse the need is for this to begin. Please reconsider your current position on the priority of this project.

Shannon L., resident

I would like the Northpark Drive expansion to go ahead - we need it desperately as the traffic has become unbearable now, especially with the Kroger shopping center and fast food restaurants along Northpark. Thank you. P Brennan

Patricia B., resident

I have lived in Woodstream village for five years now a commute down Northpark ever workday. In the last five years the traffic has significantly increased and takes nearly 30min to get to I59 in the morning. The Northpark expansion would help me significantly.

Matthew H., resident

Northpark Drive is one of the most heavily traveled roadways in Kingwood. The goal of this project is to improve traffic flow and safety along Northpark Drive. I have lived in this community for 36 years and have seen the growth here. Better traffic flow and safety for the community are vitally important The Northpark Drive Expansion Project would provide Kingwood residents with better traffic flow as well as an all-weather evacuation route, elevating Northpark Drive above the 500-year flood plain at Ben's Branch. The project includes flood mitigation and storm water detention improvements. And a bridge built over the Union Pacific Railroad tracks, perpendicular to Northpark Drive, would address traffic delays due to passing trains. Thank you.

Debra S., resident

We have resided in Kingwood since 1984 and have seen a lot of changes in the area over that period. Additional development of the Kingwood area has increased our population resulting in a significant increase in traffic congestion. It's not uncommon to see outbound traffic from Russel Palmer to 494, stop and go in the middle of the day. We very strongly support the Northpark Drive Reconstruction Project and ask that HGAC approve this project so that it can move forward.

Wayne and Sandra T., resident

We need the projects on our Streets in Kingwood to be improved upon. The traffic is crazy heavy.

Jan A., resident

In the last 20 years we have watched as Kingwood has expanded with significant new residential and commercial construction. As the vehicle traffic associated with the expansion has massively increased, we have seen very little in the way of improvements in either of the two main thoroughfares, Northpark Dr. and Kingwood Dr. This project to improve the flow of traffic on Northpark Dr. is badly needed now as there are even more expansions planned for the Kingwood area.

Gerald W., resident

Northpark Drive in Kingwood has progressively shown to be more and more congested. Kingwood continues to grow and thrive and the Northpark expansion is going to be critical to keep Kingwood attractive and functional.

Robert C., resident

This improvement project is needed as soon as possible. I travel this highway daily and it is not uncommon to be backed-up and to wait for 10 minutes or longer. It seems to constantly get worse as new business etc. are built on North Park. In emergency situations I do not see how traffic could even clear to allow emergency vehicles through. This congestion is not just from trains but due to an overwhelming volume of traffic during high traffic times which seem to be most of the time anymore. Please fund this much needed improvement!!!

Randy C., resident

Yes, I agreed

The Molinars, resident

I support the Northpark expansion project in Kingwood. The traffic is ridiculous on Northpark and floods in various places. These improvements are desperately needed.

Brenda D., resident

I just watched the video on you tube. The overpass across the railroad tracks and expansion to three lanes (each side) would be a great improvement and reduce traffic that usually backs up to Russell Palmer road. I fully support this project.

Jay G., resident

This project is an absolute necessity. Kingwood has outgrown the roadway infrastructure to the point of major safety concerns. I witnessed firsthand the inability to evacuate during Harvey, the insane amount of congestion, backups and accidents at North park and 494. Let's not be reactive like we have been with our flood control system, we need to be proactive and push this project through for the safety of Kingwood residents.

Chris K., resident

I have been a resident of Kingwood for the past 8 years and traveling on Northpark has been very troublesome. I recommend and support any project that would provide the people of Kingwood with a suitable drive in and out of their neighborhoods.

Lindsey B., resident

This project must go forward as soon as possible. The congestion on Northpark is strangling movement in and out of Kingwood, I live near Kingwood Drive and the overflow is also causing unacceptable congestion on Kingwood Drive. We need more evacuation routes from Kingwood. One look at rush hour traffic on both North Park and Kingwood Drives tells you all you need to know. In a dangerous emergency, Kingwood will become one huge parking lot.

Karen K., resident

The Northpark Drive Project should be prioritized for Kingwood residents due to evacuation readiness and to help residents commute. Hurricane Harvey devastated our community and, even though I was not personally flooded, we were stranded should there have been a medical emergency or evacuation issued. My husband is in lung cancer treatments and is in and out of the hospital at MHNE. Thank you

Trilla C., resident

The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also, without federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too! Thank you.

Sean J., resident

The widening of Northpark Drive from IH 69 to Woodland Hills Drive is critically needed improved mobility and emergency access of the Kingwood area. Also, without federal funding the portion from Russell Palmer Road to Woodland Hills Drive will not be completed and the flooding of Northpark Drive at Bens Branch will continue to block the access in or out of Kingwood. Please let this email serve as my notice that I support and respectfully ask you to consider supporting the widening too!

Juliana J., resident

As a Realtor in the area; We really need a better system for ingress egress of traffic in/out of Kingwood. Northpark Drive There is a bigger problem with overloaded traffic on FORD Rd. which needs to be added to the expansion. Is there any way we can move up the target date on both roadways?

Mark M., resident

Expansion is desperately needed as there are only 2 ways to get out of Kingwood in case of an emergency. Even in normal traffic, the train tracks block both of these exits and cause major traffic issues.

Gary W., resident

Hello, I represent Chick-fil-A, Inc. and am writing in regard to the Chick-fil-A property at the following address: 195 Northpark Drive Kingwood, TX 77339. Please be advised that Chick-fil-A, Inc. does not support the proposed Northpark Drive Reconstruction Project.

Jordan K., resident

I am in favor of the Northpark Drive Reconstruction project for the following reasons. 1) Kingwood property values have been severely compromised by the hurricane Harvey flooding. It will take many years for full recovery to take place and it will not happen at all without help. 2) The drop-in property values has affected our tax base which affects us all. 3) We must give investors, business owners, and potential home owners the assurance that it is safe and profitable to come/return to Kingwood. 4) The increasing traffic load on Kingwood Drive and Northpark is a growing concern. 5) And, let's be honest, Northpark needs a major face lift. We need incentives and additional safety components to help protect/recover our investments and to create interest and confidence in our area. If we don't address the needs of the Kingwood community, the areas north of Kingwood will. New developments will become more appealing to businesses and future home owners, thus degrading our property values even more. We need the help of the Northpark Reconstruction Project. It will lessen our traffic congestion, help alleviate future flooding issues, provide an evacuation route, enhance the appearance of our area, greatly assist the recovery of our lost property values, and restore interest and confidence in life in The Livable Forest. Let's Make Kingwood Great Again!

Janine N., resident

This Northpark Drive expansion project must be started as soon as possible! Rush hours traffic on Northpark Drive is extremely brutal since the opening of malls at the west end of Northpark. This overload is exasperated by the addition of several housing divisions feeding onto Northpark. Half hour to travel between Woodland Hills Drive and Route 494 or vice versa is not unusual. These waits can be extended, especially if a train happens to traverse Northpark at that time. Simply brutal in non-rush hour periods, can describe the traffic on Northpark. This expansion should have been done 10 years ago. The project can be started now. It would be ignoring reality not to go forward with it as soon as possible.

John P., resident

Northpark from Russel Palmer to I69 has been terrible for over 10 years. Since then Kingwood continues to grow and high density (apartments) have accelerated close to I 69 causing traffic to back up. From 6 am to 7 pm is it typically a 10-15 minute drive for the roughly 1 mile stretch of run. It only going to get worse. If Kingwood residents have to leave due to an emergency, I would have to believe it would take hours to escape. In that regard - it is an emergency now.

James C., resident

February 26, 2019 To Whom It May Concern: We have been Kingwood residents since early 1984 with the exception of work assignments out of town for 2-4 years. In this time, we have seen notable growth changes in the size of the Kingwood community, which has created substantial traffic issues. We would appreciate your thoughtful consideration in funding and supporting this very important project. The North Park Drive project would greatly improve egress issues that are worsening in this community. The fact that this roadway is overcrowded on a normal day with not only local traffic of our residents but, also, others that use this area as a "pass through" traffic way for emergency weather event evacuations makes this project a very important and necessary one to have funded and completed as soon as possible. As we witnessed following the impact of hurricane Harvey, having the ability to allow traffic to move through Kingwood is essential to ensuring the safety of the residents, emergency personnel, as well as those that were required to assist in the post recovery rebuilding efforts. As the study previously completed that was used to develop this project showed, the traffic in Kingwood is currently beyond the designed capacity for North Park and Kingwood Drives. This should be considered a high priority as it will greatly assist in addressing safety and emergency issues currently in Kingwood that are a direct result of poorly designed roads. Thank you for your consideration and support.

Val & Tom R., resident

As an owner of commercial property along Northpark Drive between US 59 & Loop 494, I strongly oppose this overpass project. It will remove the left turn lane (east bound on Northpark Drive) and will all but ensure, the convenience our patrons enjoy navigating into our shopping center be eliminated. If the Lake Houston Redevelopment Authority/TIRZ 10 proceeds with widening Northpark Drive we would support, but an overpass would be detrimental to our property and the great neighbors around us. Please feel free to reach out for a conversation on this or provide me a time I can reach out to discuss further. I think you are going to have similar sentiments from property owners on Northpark Drive and difficulty convincing the benefits of an overpass once you share the schematic with our neighbors. Thank you for hearing my concerns.

Brian K., resident

We moved to Kingwood in 1978. At that time, this was the only subdivision north of Humble, and the number of residents was considerably fewer than today. As you know, our community has grown considerably since that time. However, the direct access roads from inside Kingwood to I-59 still are only Kingwood Drive and North Park Drive. The number of residents who work outside Kingwood has overgrown the roads as they are now and have been for nearly 40 years. At times it can take nearly 30 minutes to drive from one end of North Park to the other! Whether entering or existing the community, depending upon time of day. As a long-time resident, I know that our community pays significant taxes to the city of Houston, but I question how much our needs are taken into consideration when this money is allocated to projects. So, I am requesting that you give more consideration to this long overdue and most needed expansion of North Park Drive and move us up the priority list, so this project can be accomplished. Thank you for your consideration in helping us keep The Livable Forest "liveable".

Janet W., resident

The Northpark expansion is long overdue and extremely important as the high-volume traffic flow on this roadway requires improvements, even more than outlined here. It has already been delayed and needs to proceed as planned. Infra-structure changes in the area including Kingwood Drive also need to be made but Northpark is a necessary beginning.

Steven C., resident

This expansion is very much needed. I have witnessed numerous accidents on the stretch of road and also been involved in one when driver in front of me braked suddenly to watch another vehicle that went off road into the ditch in the middle. Another time, a car rear ended my vehicle during a weekend traffic snarl after Church while traffic was nearly stopped. You can check on the accident statistics on North Park drive with Montgomery Sheriff's department. Traffic has risen many folds over last few years due to new homes constructed in this area and addition of new light near Walmart has resulted in more congestion. Adding more lanes will ease the congestion and improved traffic flow and will result in fewer accidents.

Ajay K., resident

When I moved here 17 years ago the traffic on Northpark Dr. was bad but at least it moved. But since the Kroger and surrounding restaurants opened it has gotten so much worse that I'm concerned that Emergency vehicles will not be able to get to area hospitals. I was in one of those ambulances in 2010 when traffic wasn't nearly as bad. Since all the hospitals are on the opposite side of the freeway with train tracks in between that seems like a recipe for a bad outcome. Cars can try and move aside for Emergency vehicles but that won't work with a train blocking the tracks.

Deborah W., resident

Kingwood desperately needs improved flow of traffic in and out of Kingwood. The area of Northpark under consideration has been experiencing traffic jams and delays since I moved here 20 years ago and worsening as more homes are built and the local population increases. Now, new businesses are being built in that area, which will cause further backlog. The proposed changes would also replace the dangerous intersection of Northpark and Kings Mill Park Drive. As it stands now, it only allows legal and safe entry to and exit from Kings Mill Park Drive when heading eastbound on Northpark. I have seen many impatient drivers turn through the median, facing oncoming traffic, in order to enter or exit westbound. This is not safe! I would assume that the redesigned and widened road would either block the badly placed access or redesign it to allow safe bidirectional use. In addition, the recent catastrophic flooding in the Kingwood area

invites questions about evacuation and emergency access ability. As it stands, there are four roads 9 lanes of traffic total each way, on Mills Branch (1), Kingwood Drive (2), West Lake Houston Parkway (2), and Northpark (2) to enter or exit this area of Kingwood, which I recall has something on the order of 65,000 residents. If something happens to the bridge over the lake on West Lake Houston Parkway (as in Harvey) or a large-scale evacuation should need to occur, the roads would become solid gridlock. Access in and out of the area has not scaled with the greatly increasing number of residents, and emergency situations will incredibly stress the system and put people at risk. In sum: I strongly support the proposed Northpark redesign.

Kathleen W., resident

On Monday, February 18, the subdivision I live in held their annual HOA meeting. At that meeting Perry Homes announced and showed the plans for a new subdivision being constructed on the border between Montgomery County and Harris County in the Kingwood vicinity. 838 homes are planned for the section from Woodland Hills Dr. eastbound to Ford Rd. The traffic from these homes will directly impact the transit time on Northpark. Please review the plans and authorize this project

Susan D., resident

I like the proposed expansion however it appears only a single turning lane/ramp is provided to/from 494 under the flyover. In times of congestion due to train or traffic, this on ramp would be much more suited as a two-lane road.

Christopher B., resident

I have been a resident of Kingwood and have lived near North Park Drive for over 15 years. This project is vital to the area and would vastly relieve the traffic congestion that is ever increasing. A matter of concern is the ability of EMS and other first responders to readily travel this road due to the railroad crossing and stopped traffic which blocks all of the lanes. New residential developments in the area have added to traffic loads along with traffic coming through the area since the expansion of West Lake Houston Parkway and other traffic arteries. Please consider this project as high priority for this region. Thank You

Jerrel I., resident

This expansion is a much-needed improvement for our community. Not only will it provide a dedicated escape route, when needed, for Kingwood residence but will provide for better traffic flow every day of the week. This road in its current condition is a travel nightmare for residence getting in and out of Kingwood on a daily basis.

Kimarie I., resident

This project is desperately needed. Please do it.

Dave K., resident

I am a current property owner on Northpark Drive. If the TIRZ would like to widen Northpark Drive from the existing 4 lanes to 6 lanes, that would not be an issue. But I strongly oppose the proposed overpass portion of this road project that would potentially have a negative impact on existing business on Northpark Drive. I think the TIRZ means well with this project, but I am afraid they are not considering the potential negative impact this would have on businesses affected by the overpass. The TIRZ does not benefit from the incremental increase in property taxes from properties on Northpark, Montgomery County collects those property taxes. So, the TIRZ doesn't seem to mind creating an overpass that bypasses these properties because there is no potential

negative impact on their tax base. Certainly, the TIRZ wouldn't propose a project like this in front of a commercial development that was in the TIRZ boundaries. Again, it would not be a major concern if the TIRZ only wanted to widen Northpark Drive. But due to the overpass portion of this proposed road project planned outside of the TIRZ boundaries, it would be extremely disappointing if HGAC funded any portion of this.

James H., resident

#### THIS IS NEEDED

Venkata K., resident

The Northpark Drive expansion in Kingwood is overdue and needed. The road currently is a traffic nightmare for the residents that commute and also the emergency services. There are not many options in Kingwood to exit the area, Northpark is a primary artery for commuters, shopping and as an exit route out of Kingwood. This project is long overdue! The longer this project is delayed the more urgent it's need will become. Please reconsider your current position on the priority of this project.

Janis A., resident

This project is desperately needed to help facilitate not only the safety of Kingwood residents needing access to emergency facilities such as hospitals, but also quality of life as this road is handling more than twice the load for which it was designed. From an equity standpoint, since it was annexed in 1994, Kingwood has received far less in benefits than it has paid in taxes. It's past time to start rectifying this inequity.

Joseph B., resident

I drive Northpark daily and it is definitely the longest part of my commute. The intersection at Loop 494 is way over capacity and most cars slow down to cross the railroad tracks. This slows progress through the traffic light and adds even more time. With the new shopping centers going in just east of Loop 494, traffic will be even heavier and slower without more lanes (and turning lanes). I fear for ever having to evacuate from the back of Kingwood as Kingwood Drive and Northpark are the only 2 feeders to IH59.

Terry C., resident

I strongly urge you to approve funding for the Northpark Drive Reconstruction Project. I moved to Kingwood in 2001 and Northpark Dr has only gotten worse as time passes. With all the new construction along Northpark this is only going to get worse. The reconstruction really needs to go from IH 69 all the way to West Lake Houston Parkway. But if that is not in the budget than at least from IH 69 to Woodland Hill Dr. Please approve this project at least from IH 69 to Woodland Hill Dr. Come on already, we really need this done. Traffic is getting horrible on Northpark. Thanks.

Leonard S., resident

Traffic in the Kingwood area has grown increasingly worse over the last decade as our population has grown. There are only three roads which can be utilized to enter or exit the community. We need increased capacity. An expansion of Northpark makes the most sense as it has the least amount of development and would be the least disruptive. I hope you will support this project.

Fred F., resident



I am a 35-year resident of Kingwood. I have personally experienced the effects of the significant population growth of the Kingwood community, now the City of Houston. Traffic congestion on North Park Drive has become a major issue and will increasingly affect mobility, emergency evacuation capability and environmental concerns in the coming years. The Northpark Drive project is warranted and should be selected for the 2018 Program of Projects. I highly recommend favorable action by the HGAC Transportation Staff and the Transportation Policy Council.

John S., resident

No

Zack D., resident

27 February 2019 Houston-Galveston Area Council PO Box 22777 Houston, TX 77227-2777  
Re: Comments regarding H-GAC Application 197, Northpark Drive Reconstruction Project  
Dear Sir or Madam, I am writing you today to provide comments supporting the Northpark Drive Improvement Project. My wife, our three children and I moved into our new home (where we still live) in the Greentree Village section of Kingwood in June 1987. Our children were educated in the Humble Independent School District schools from elementary through Kingwood High. All completed college, married, and have children, and all three return to periodically to the family home in The Livable Forest. As you can tell, Kingwood has been our true home for over 31 years, and will continue to be our home for many, many more. However, we have always been aware of the potential for the danger caused by a railroad accident that could block at least one of the two main east-west roads in Kingwood. With all of the chemical railcars that move past the western entrances/exits from Kingwood, it was a relief when the Lake Houston Parkway Bridge and causeway was completed. We were fortunate that no train derailment occurred on the main line along Route 494. It was many years after we moved to Kingwood that the Lake Houston Parkway bridge was built, providing a way to exit Kingwood to the south and bypassing the railroad, in case of an emergency. The population of Kingwood has grown from approximately 30,000 residents in 1990 to more than 75,000 today. We still do not have an emergency evacuation route that will always be passable from any place in Kingwood. We still do not have a safe way to exit Kingwood to the west, over the railroad tracks, and the proposed Northpark Improvement Project would provide that very necessary means of exiting in an emergency. This would be the fastest route to a hospital for anyone in an emergency and would also be the way for the largest number of vehicles to be able to leave as quickly as possible, should that be necessary. During the flooding that marked the terrible Hurricane Harvey, the high water prevented exiting from Kingwood, and kept help from getting to Kingwood via Lake Houston Parkway and via Northpark Drive and Kingwood Drive, and even via Hamblen road. Rescues had to be by helicopter or the wonderful "volunteer navy" of private boaters when called into service by the Mayor Turner of Houston and Harris County Judge Emmet. With the continued growth of Kingwood, now with more than 75,000 residents, the increased residential and commercial traffic has become burdensome on both Kingwood Drive and Northpark Drive. It is rare to be able to leave Kingwood on either Kingwood Drive or Northpark Drive without waiting in a long line of vehicles, waiting often for three traffic light cycles, and even more cycles during the morning commute out of Kingwood on Northpark. Therefore, in addition to there being NO all-weather emergency evacuation route, even normal morning traffic would likely delay an ambulance leaving Kingwood with a patient in need of immediate life-saving care. Both Northpark and Kingwood Drives are two lanes only. Northpark has a very deep and wide drainage gully in the middle between eastbound and westbound lanes between Russell Palmer Road and Bens Branch, instead of a grassy median strip, so it is not possible for an emergency



vehicle to move past the traffic simply by driving up over a curb onto the median, since there is no median along that part of Northpark. Of course, the same heavy traffic and significant delays exist each weekday afternoon as our residents return to their homes from working elsewhere. Widening of Northpark from 4 lanes to 6 lanes will be a big improvement to daily traffic safety, as well as for emergency access or evacuation, and the proposed Overpass Project that will provide a roadway bridge over the railroad tracks will also help streamline the often-congested traffic flow. The proposed project will also raise the Northpark roadway above the 500-year flood plain at Ben's Branch. This is very important, since over the last three years, Northpark has been impassible because it was submerged with flood water from Ben's Branch at four (4) different times. Obviously, this makes emergency vehicle passage into or out of Kingwood impossible. The project will also provide flood mitigation and storm water detention improvements. Projected increases in normal traffic flows will be better accommodated by this widening, elevating and the addition of the bridge over the Union Pacific railroad tracks. Of greatest importance is the sum total of all these upgrades and changes: 1) increased safety for the approximately 40,000 daily vehicles that use Northpark Drive, which is one of the most heavily traveled roadways in the area, and which already experiences a vehicle accident rate that is almost twice the statewide average, and 2) long-term significantly improved emergency ingress and egress between Kingwood and the areas west of Kingwood as a result of elevating the road and providing a grade separation bridge over the railroad. This improvement is long overdue for all the citizens of Kingwood. I recommend and request the immediate approval of the application filed by the Lake Houston Redevelopment Authority's Transportation Improvement Program for the Northpark Drive Reconstruction Project now before the Houston-Galveston Area Council for the Northpark Drive Reconstruction Project.

William S., resident

I sent comments yesterday but forgot to mention the most important thing about why the Northpark Drive Reconstruction Project needs to be completed. Northpark Dr is one of the most heavily traveled roadways in Kingwood and a major evacuation route for Kingwood residents. A section of Northpark Dr between Russell Palmer Rd and Woodland Hills Dr has flooded during heavy rains and because of this makes it difficult if not impossible to travel Northpark Dr during a flooding situation. It is important this project is completed for the safety of Kingwood residents. Thanks.

Leonard S., resident

It was my understanding that this TIRZ money from several years ago was a spend it or lose it type of deal. Several years ago, Kingwood Drive was rated the 2nd worse street in the city of Houston, which we are a part of. That project morphed into reworking NorthPark first and then move to Kingwood drive. By now, KW drive has to be the worst condition street in the city! I don't remember any mention of this project being 29th on the list of priorities during these meetings. Kingwood needs so badly to have an unrestricted access over the railroad tracks. The condition of the road is, simply put, an embarrassment. Access in and out of KW is limited as is, but the condition of the road, the drainage issues that quickly cause ponding, flooding, the potholes, the unevenness, the patches, the broken curbs, and the amount of cars that now travel it every day- it is badly in need of a do over. It is not only dangerous, but a sad, sad sight! I feel like the city of Houston treats Kingwood like the forgotten step-child. Passing over this project would be another gut punch to Kingwood!

Truett V., resident

Our family has lived in Kingwood for 45 years. We have seen tremendous growth and changes in the traffic during this time. we have tolerated the extended waiting time it takes to exit Kingwood in the mornings and into our subdivision in the evening. Now it is necessary to add "back up" delays during the noon hour on week days. How many total hours are lost? How much exhaust from the waiting cars pollute the air? We have also witnessed a few cars driving around the railroad gates in their effort to avoid waiting lines at the crossings. Occasionally, there have been times when those same gates have remained down for 10 to 12 minutes because of some testing or other activity of the railroad. Several times we have wondered what would happen if there were occasions when evacuation was necessary. Some of our neighbors have moved out of Kingwood because of these problems. Now the solution seems to be in the plans! Don't fail us!! Thank you.

Rita T., resident

The expansion project for Northpark is needed for current and future traffic flow in this area. Traffic back up often and will only get worse and the population continues to grow.

Charles G., resident

Please authorize the funds necessary for the traffic flow in this area. I have concerns about how this area would handle traffic flow in an emergency as well as day to day traffic that continues to get worse.

Dee G., resident

This project is needed to improve traffic flow and safety along Northpark Drive. Northpark Drive is one of the most heavily traveled roadways in Kingwood! I have been traveling on Northpark numerous times in the last few months and it was so congested that it significantly inhibited mobility for emergency vehicles trying to respond to urgent issues.

Angela C., resident

## **Application ID 198**

*Project Sponsor - Bunker Hill Village*

I strongly support this project, particularly the SUP on both sides of Memorial Drive from Tallowood to Tealwood. I would prefer to see an 8' or 10' SUP on the north side of Memorial Dr from Tealwood to Gessner if possible to connect to the high quality sidepaths along Memorial Drive in Bunker Hill Village east of Gessner. This is a key piece of bike/ped infrastructure to improve mobility in the Bunker Hill Village to City Centre & the Terry Hershey trail.

Gregg N., resident

Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which

together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

**Bruce N., resident**

I support this project. One comment I have is to manage/mitigate shared-use path (SUP) conflict with driveways. Most of the time cars existing driveway or cross street do not follow the law requiring them to stop before the sidewalk/SUP. More signage, pavement marking, and enforcement of the law should be considered.

**Tecky S., resident**

Dear Committee Members: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project is for the conclusion of a Memorial Drive from Tallowood Project to Highway 6 (West bound) and adds the (East bound portion) Memorial Dr. to the Gessner Intersection and the improvements on Gessner Road Northbound. The City serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: This project is a priority for the City of Bunker Hill Village as the project includes significant improvements including sidewalks, signalization and improved safety for the “safe walk to school” for children attending Frostwood Elementary School which is located at the corner of Gessner and Memorial. Currently there are two school crossing guards at this high traffic intersection. The current signal needs to be upgraded to help with No Right Turns on Red during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. The connection to and from Frostwood Elementary provides a key “safe route to school improvement. Another key focus point is the continuation of improvements on Memorial Dr. Rather having improvements starting in the middle of Memorial Dr. heading West; our project will allow an ease of traffic transition to the intersection of Gessner and Memorial Dr. (East of Tallowood). The last important aspect of this project it will improve the Gessner Rd. northbound. Gessner is a major road and is used for evacuation Northbound to I10. Note that this project is a partnership between three public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority and the City of Houston. Local projects are very important to the community it serves. This project and its benefit cost score is being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. This project and others like it cannot compete with projects on major state or United State highways yet have a significant impact to the community. I ask that you consider placing this project and rank it with

other local projects rather than combining it with large highway projects. I certainly appreciate the work and efforts of this Committee and appreciate the opportunity to comment. Thank you.  
**Laurie Rosenbaum, City Council Member of City of Bunker Hill**

Dear Committee Members, RE: The Memorial Drive Access Management and Safety Project was submitted to H-GAC in October 2018. This project adds improvements along Memorial Dr. to the Gessner Road Intersection and on Gessner Road northbound. The City of Bunker Hill Village serves as the sponsor, partnering with the Memorial City Redevelopment Authority and the City of Houston on this project. As a resident and councilmember of the City of Bunker Hill Village, I respectfully ask you to consider this project for funding based on the following points: \*This project is a priority for the City of Bunker Hill Village as the project includes significant safety improvements to the intersection of Gessner and Memorial Dr., including sidewalks, signalization, and for the "safe walk to school" for children attending Frostwood Elementary School located at this intersection. The current signal needs to be upgraded to help with "No Right Turns on Red" during school zone hours. As noted, this project provides important benefits in the areas of safe routes to schools, pedestrian access, and bicycle accommodations. \*The continued improvement to Memorial Drive will allow an eased traffic transition to the intersection of Gessner and Memorial Drive (East of Tallowood). \*The improvement of Gessner Road northbound, which is an important evacuation Northbound to I-10. This project has garnered the support through a partnership between three public entities: (i) The City of Bunker Hill Village; (ii) the Memorial City Redevelopment Authority; and (iii) the City of Houston. Local projects are very important to the community it serves. I recently discovered that this project and its benefit cost score is being ranked relative to major highway projects, such as SH 146, SH 288, and US 90A. It is unfair to make this local project compete with projects on major state or United State highways. If at all possible, I ask that you consider placing this project and rank it with other local projects rather than combining it with large highway projects. Thank you for your work on this committee and for allowing public comment.

**Robert P. Lord City Council Member and Resident of City of Bunker Hill Village**

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment  
I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. I live in the Frostwood neighborhood. My home has flooded twice. My children have attended Frostwood Elementary and I have a current third grader at the school. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Observing the traffic following Hurricane Harvey at these intersections and on these

roads confirms these observations. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. Presently, there is either no sidewalks or sidewalks just inches from the busy roads. The project includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. I strongly support and encourage funding for this important project. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

**David B., resident**

I request reconsideration and the assignment of a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are ranked relative to major highway projects such as SH 146, SH 288, and US 90A. Such groupings inevitably short-change important off-system road improvements like this Memorial Drive reconstruction. I assert that this project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There project would thus join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both Gessner and Memorial Drive are evacuation routes, which in the event of emergency needed by residents and workers in the area to reach Beltway 8 or Gessner to I10. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection that will make it much safer for children attending Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner.

**David C. B., resident**

I request the assignment of a higher score for the reconstruction of Memorial Drive between Tallowood and Gessner. This project should have its relative BCA score adjusted to compensate for its smaller scale. This reconstruction extends previously approved reconstruction of Memorial between Beltway 8 and Tallowood, the recipient of a H-GAC-endorsed thus \ joining a major thoroughfare, Gessner, to a major highway, Beltway 8. Both Gessner and Memorial Drive are freight and evacuation routes, providing quick access to Beltway 8 and I10 area to reach Beltway 8 or Gessner to I10. As well, the Tallowood-to-Gessner project vastly improves the safety routes to Frostwood Elementary School for pedestrians and bicyclists. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Quite probably, the soon-to-begin Beltway 8 to Tallowood project would have extended to Gessner if Memorial Drive resided totally within the City of Houston. Due city-village

boundaries, however, this project separated and now arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold and should be supported as a sensible way forward. Again, please assign a significantly higher score for the reconstruction of Memorial Drive between Tallowood and Gessner.

Marisa C., resident

Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration.

Lilong L., resident

I would like you to know that I am disappointed at the low score preliminarily given the Memorial Drive project between Tallowood and Gessner. This project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. But the Memorial Drive project should not be compared with these major highway projects. The result is to short-change important off-highway road improvements like the Memorial Drive project. I believe that there should be two separate categories of funding: (1) highway projects competing against other highway projects and (2) off-system road projects competing with other off-system projects. The Memorial Drive project should have its relative BCA score adjusted to better reflect the high BCA it receives. The Memorial Drive reconstruction would extend already-approved reconstruction of Memorial Drive between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is virtually no difference between the two stretches of roadway, which together join Gessner, a major thoroughfare, to Beltway 8, a major highway. Both roads are major freight routes, with trucks traveling between Memorial @ Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both roads are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive all the way between Gessner and Beltway 8 should score



higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for children headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian -- and especially for school children. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At the very least, this project should be placed at the top of any contingency list for funding consideration in the event other projects are canceled or additional funds become available.

Richard G., resident

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Comment Folks: I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available.

Michael W., resident

I am a resident in the Frostwood subdivision. I write to express disappointment with the preliminary low score given to the project to reconstruct Memorial Drive between Tallowood and Gessner (Project 198). This project and its benefit-cost score are being ranked relative to major highway projects. This puts important off-system road improvements at a significant disadvantage. Highway projects should compete with highway projects, and off-system projects should compete with off-system projects. Project 198 would extend already approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-

endorsed grant. There is little difference between these 2 projects, which together would join 2 major north-south thoroughfares (Beltway 8 and Gessner). Arguably, Project 198 provides considerably more benefit than the already approved project. Project 198 route increasingly carries freight traffic due to growing retail outlets along Memorial. This section of roadway also provides an evacuation route and serves our public transportation network (Metro). If done with similar design parameters as the Memorial reconstruction between Beltway 8 and Tallowood, Project 198 would greatly increase pedestrian and bicycle traffic between the neighborhoods and retail development. Currently, walking or biking this stretch is a challenge and safety hazard. More importantly, Project 198 would improve the safety for children of Frostwood Elementary School. The Gessner / Memorial intersection is unnecessarily dangerous for pedestrians, particularly children. I recently graduated my youngest of 3 children from Frostwood. Though our house is only 500 yards from the school, we felt it was irresponsible parenting for safety reasons to allow our children to navigate their way to the school either on foot or bike. Lastly, this project arises from a partnership between 2 public entities, The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. State and federal agencies should encourage and support such collaboration. Although there is a very vocal minority that oppose any sort of improvement or progress (as is always the case), the reconstruction of Memorial Drive enjoys widespread support across the area neighborhoods from both young and old. Thank you for your consideration.

Kelly L., resident

Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. I live in the Long Meadows subdivision and work in this area. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Thank you for your help and consideration.

William D., resident



Application ID 198 Project Title Memorial Drive Access Management and Safety Project Dear Committee Members, I write to express disappointment at the low score preliminarily given the reconstruction of Memorial Drive between Tallowood and Gessner. Currently, this project and its benefit-cost score are being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. That's because H-GAC rolls both kinds of projects into the same category. This inevitably short-changes important off-system road improvements like this Memorial Drive reconstruction. To correct this imbalance, there should be two major categories of funding. Highway projects should compete against other highway projects and, in a separate category, off-system road projects should compete with other off-system projects. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. I live in the Long Meadows subdivision and work in this area. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. Thank you for your help and consideration.

Barbara D., resident

Please consider construction from Tallowood to Gessner: This reconstruction would extend already-approved reconstruction of Memorial between Beltway 8 and Tallowood, which received an H-GAC-endorsed grant. There is very little difference between the two stretches of roadway, which together join a major thoroughfare, Gessner, to a major highway, Beltway 8. Both are freight routes, with trucks traveling between Memorial Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. Both are evacuation routes, which in the event of emergency would be used by residents and workers in the area to reach Beltway 8 or Gessner. Improving Memorial Drive between Gessner and Beltway should score higher because of its role in the economy and in public safety. The Tallowood-to-Gessner project also would provide important enhancement of safe routes to schools and safer mobility for pedestrians and bicyclists. It includes improvement of the Gessner-Memorial intersection which will make it much safer for kids headed to Frostwood Elementary School. Currently, the intersection is unnecessarily dangerous for any pedestrian. Finally, this project arises from a partnership between two public entities: The City of Bunker Hill Village and the Memorial City Redevelopment Authority, an agency of the City of Houston. It is a partnership that has taken years to unfold, and state and federal agencies should encourage such collaboration. At minimum, this project should be placed on a contingency list for funding consideration in the event other projects are canceled or additional funds become available. Memorial Meadows resident.....(which is side by side with Frostwood. Thank you for your consideration.

Paulette L., resident

RESPECTFULLY, it seems the residents of Bunker Hill Village, are concerned about the cross traffic along Gessner Rd. specifically, from I-10 to Westheimer & the Westpark Tollway. Village PD is often hidden in the center median, south of Memorial Dr., to catch the cross-traffic speeders, while ignoring the east-west traffic in the vicinity of Frostwood Elementary. Leaving that "speedtrap" to SBISD Police. I would like to see a traffic study done, on the impact of this improvement, over the current configuration. Looks like the ONLY people likely to benefit are BHV resident(s) whom object to the "tourist(s)" traveling through their neighborhood. Relieving congestion at peak traffic times is key to mobility, not restriction.

Glen E., resident

I live in Frostwood at the intersection of Gessner & Memorial. We fully support the redevelopment of Memorial between Tallowood & Gessner. This project provides important benefits in the areas of safe routes to Frostwood Elementary schools along with other mobility improvements. This project the outgrowth of a partnership between two small public entities; The City of Bunker Hill Village and the Memorial City Redevelopment Authority. Currently, this project and its benefit cost score is being ranked relative to major highway projects such as SH 146, SH 288, and US 90A. This project and others like it should not have to compete with projects on major state or United State highways. This project should have its relative BCA score adjusted to better reflect the high BCA it receives. This project will improve the quality of life & recognize the substantial growth in our area. Thank you for your support.

John J., resident

#### **Application ID 204**

*Project Sponsor - Upper Kirby Management District*

I support this project.

Tecky S., resident

I strongly support this application

Martina S., resident

Please fund this ped bike project.

Clark M., Bike Houston

#### **Application ID 208**

*Project Sponsor - Westchase Management District*

The improvements will heighten the awareness of green living by providing bike lanes.

Cindy D., resident

Please fund this ped bike project.

Clark M., resident

Big YES for the Deerwood path. This project would officially connect the Westchase District to Terry Hershey park. This would be a huge win for the commercial users and homeowners in the 77042 zip.

Scott F., resident

I support this project to better connect Westchase business to Terry Hershey. This is an essential connection currently without safe alternative.

Tecky S., resident

The deer wood project would be great for our neighborhood mobility. We could use it to walk to shops and restaurants.

Amy P., resident

I'm very excited that this is happening. I own a condo at Richmond and Walnut Bend and this will connect it pretty much all the way to Terry Hershey Park. This is truly needed for Westchase for walking and biking! Thanks in advance.

Thomas D., resident

Application ID 209

Project Sponsor - Westchase Management District

This will improve the area as well as the appeal of the elementary school.

Cindy D., resident

I support this project and would like to add suggestion to connect to Briarpark so users can continue south of WPT on Ranchester to Chinatown area. WPT underpass on Briarpark was poorly constructed and destroyed the bike lane, something needs to be done there.

Tecky S., resident

Application ID 210

Project Sponsor - Westchase Management District

I support this project. HCC presence has increased bike/ped traffic and the street is lacking proper accommodation.

Tecky S., resident

This will improve the walkability in this area.

Cindy D., resident

Please fix this road! It is an alternate route for Westheimer and also has heavy pedestrian traffic. This is a must!!

Melissa G., resident

This is a most worthwhile project that is sorely needed. As a homeowner in the immediate area, I see this will vastly increase the mobility of the neighborhood. I'm looking forward to the great and necessary changes.

Thomas D., resident

This is a great idea. Meadowglen is a much-traveled street in Westchase and it is need of attention. I support this.

Mark B., resident

## Application ID 211

*Project Sponsor - Memorial Heights Redevelopment Authority*

I highly recommend the Shepherd and Durham project. It is one which would satisfy all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project will accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. This important project should be recommended for funding. If there is insufficient funding at this time, this project should be placed on a contingency list for funding in the near future. Thank you.

**Katie W., resident**

As someone who both lives and works in the Heights, I fully support this project!

**James K., resident**

I believe that the Shepherd and Durham project is one which would help all regional transportation goals related to safety, congestion, storm water management and economic development. This project would accomplish these goals without the acquisition of significant amounts of right-of-way or facing any other major barriers to implementation. This important project should be recommended for funding. If there is insufficient funding available for this project at this time, this project should be placed on a contingency list for funding in the near future.

**Brian W., resident**

This area is prime Houston cultural hub and deserves good streets and bike facilities! Thank you

**Clifford M., resident**

I am a resident of Shepherd Forest, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

**Payton A., resident**

I am a resident of Shepherd Forest, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

**Cliff M., resident**

I am a resident of a townhome on Detering St, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Shannon M., resident

I am a resident of Cottage Grove East, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Emma J., resident

I am a resident of Shady Acres neighborhood and the area has a very large increase in pedestrian and bicycle activity as the area continues to infill with retail, commercial, restaurants and housing developments! Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Scott S., resident

I am a resident of the Heights, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Rosie S., resident

I am a resident of Cottage Grove, a neighborhood adjacent to the Shepherd and Durham project. Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users.

Sarah M., resident

Our neighborhood believes this project should be recommended for funding because it satisfies all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. It will also alleviate a lot of the sight distance issues up and down the corridor.

Glen M., resident

To whom it may concern: I am a property owner on Shepherd Drive. As a property owner and as an individual, I am 1000% in support of the Shepherd and Durham Complete Streets and Resiliency Project. I feel that this project is a "No Brainer". It addresses congestion and flooding/stormwater management issues, and even facilitates economic development, and regional multimodal connectivity. Moreover, it accomplishes these goals without 1) requiring significant additional rights-of-way, 2) creating adverse environmental impacts, or 3) other major implementation issues. What I really like about it, though, is that it is "smart 21st Century planning". This plan doesn't rely on the traditional "fix" of simply adding more pavement and more lanes for cars, trucks and buses or simply synchronizing traffic lights. Rather, this plan acknowledges that walkers and bicyclists are a part of the transportation equation, too, and it makes a real commitment to them. (Too often, our region's infrastructure commitment to cyclists consists of nothing more than an inconsistent and poorly maintained stripe along the shoulder of a road. It is half-hearted at best, and we wonder why there aren't more cyclists!) Additionally, as these corridors undergo truly transformational rebirths, the timing is perfect for this project. Done properly, this project will be a catalyst to accelerate the redevelopment in the area and shape it in a way that maximizes its benefits. These are the reasons why I am so supportive of this project and why I feel that it should be recommended for funding - and why it should be implemented AS SOON AS POSSIBLE! Thank you for your commitment to our city and our region.

Randolph W., resident

The Shepherd and Durham project is one which would satisfy all regional transportation goals related to safety, congestion, stormwater management, economic development, and regional multimodal connectivity. This project manages to accomplish these goals without the acquisition of significant amounts of right-of-way, creating adverse environmental impacts, or facing any other major barriers to implementation. It is one of only a few roadway projects which does not propose to add additional vehicular travel lanes, yet still provides significant benefit for all users. This important project should be recommended for funding.

Tom G., resident

As an area resident and biker, I support this project as it will make needed improvements in safety, traffic flow, and economic development with a substantial investment that I believe will pay for itself several times over in benefits to the community. Making our communities more pedestrian and bike friendly makes them stronger, better places to live.

Mark S., resident

As a homeowner and parent of a small child living in Houston Heights near the Shepherd/Durham corridor, I write to enthusiastically support this reconstruction project. These

corridors, critical connectors for the northern and southern limits of the City of Houston, limit our personal mobility and that of our neighbors through their embarrassing lack of access for pedestrians and other non-motorized traffic. These outdated features, along with the poor condition of the pavement and outdated sewer systems, make this major corridor a major shortcoming of the region, especially given that the greater Houston Heights area is in a midst of rapid residential and commercial redevelopment. We are sure that you recognize that the corridor lacks a comprehensive sidewalk system, and the few sidewalks that do exist are in disgraceful repair. This is becoming increasingly problematic as pedestrian activity has increased due to the explosion of welcome commercial development in the area. These new developments (restaurants, supermarkets, open-air beer gardens and other similar establishments ) will be better served by improvements that allocate more space to non-motorized traffic rather than the current situation, which prioritizes cars at the expense of all other road users and reflects the corridor's fading history as locus of car dealers and auto-repair shops. Additionally, despite dedicating nearly all of its space to cars, the corridor fails motorists as well. The roadway itself is generally deteriorated, with large potholes developing frequently. Bad design has resulted in poor sight lines and vehicles attempting to cut across four poorly designed lanes of traffic without sufficient time or guidance to do so. Based on the presentations made by the Memorial Heights Redevelopment Authority, we believe their proposed improvements will help to solve or mitigate these issues. These improvements; most notably buffered (preferably protected) bicycle lanes, a generous sidewalk system for pedestrians, and the reduction of traffic lanes from four to three to limit dangerous lane-changing while maintaining capacity. On a personal note, both of us want to live in a walkable neighborhood so our neighbors and we can find easy ways to fit exercise into our day and limit our own car trips so we can do our part to reduce Houston's traffic congestion and pollution. We would also for our daughter to experience in a built environment where she has the opportunity to walk and bicycle around the neighborhood to school, her swim club, music lessons or other places she and her friends might gather. Providing opportunities for her to walk and bike safely around the neighbor in age-appropriate ways will help her gain independence, exercise good judgement and responsibility, develop lifelong exercise habits, and experience the world in a much richer fashion than spending time stuck in traffic in the backseat of her parent's car. We note that the project addresses all of the issues we raise above, fits within the confines of a regional transportation needs, serves all users well and does so while taking very little new right of way from private property, engaging in no lane expansions and creating no new environmental impacts. For all these reasons, we believe that this project strongly merits a high priority for HGAC funding.

Patrick O., resident

## **Application ID 212**

*Project Sponsor - Houston Parks and Recreation Department, City of Houston*

I strongly support this bike extension proposal. Connecting the transit center with a bikeable path is a long hope of mine. this bike Transit option will increase the connectivity between all parts of Houston via the transit bus system and memorial Park.

Matthew B., resident

I love this plan. This is great since this is part of my biking route and would love not to ride with cars. Also, I would like to use public transportation more and take my bike with me, especially when rain is in the forecast. This sounds great! Thank you

Janet C., resident



I strongly support this project and particularly its desperately needed crossing of I10 to link the developing inner loop network of hike and bike trails with the transit center, MKT Trail and the White Oak Bayou Greenway. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Doug O., resident

Highly supportive.

Andy N., resident

Please make this happen! We need these trails. Sincerely, Carole Penning

Carole P., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

My favorite so far, I love the connections. It will be perfect for bike share.

Abby F., resident

Please provide funding for this great project.

Jamie I., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to bike commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

Many bicyclists and runners in Heights neighborhood and in Memorial Park. A connecting pathway/SUP will be great since there is not an easy route between the two areas currently. I am in support of this project.

Jonathon S., resident

As an active runner and biker living in central Houston I fully support more shared use paths! Houston desperately needs more options.

Elizabeth S., resident

This proposal would have my full support. Any efforts to further improve the link Houston's great outdoor spaces (Buffalo Bayou, Heights Trail, etc.) in a safe manner would be a huge win for the city, it's residents, and even visitors. This is exactly how we should be investing our dollars - for the betterment of the city aesthetically and recreationally. It benefits us all.

Adam L., resident



I strongly support the Northwest Transit Center/Memorial Park/Heights Shared-Use Path. This provides needed bicycle access to Memorial Park from the north side of Interstate 10. In addition, it provides access to public transportation and further establishes safe east/west bicycle travel north of I-10.

Charles B., resident

I love the idea of connecting the bayous. Countless runners do this but on dangerous high traffic streets! I like this!

Flora L., resident

This is a much safer and better route than the current alternatives to get from the Transit Center to Memorial Park on a bike. I have managed on current roads, but drivers don't see/don't care about cyclists at times and getting safely across some of the larger intersections is indeed an existing challenge that this project will nicely address.

Tom S., resident

I support this expansion as it will allow Houston to be more bike friendly. These areas by Post Oak/610/I10 are currently not the safest routes for cyclists and will allow a safer route for commuters. Also, anything that allows people alternatives to using their car to get around is a great idea.

Nikki M., resident

This shared-use path will allow more people to use public transit and bicycles to safely and efficiently commute to work, recreation and shopping/amenities. This 4+ mile path will connect existing bike trails. Most importantly, this path will provide an off-street crossing of I-10. Freeway crossings are often one of the biggest barriers for bike riders.

Christopher J., resident

I use this trail because this project creates a direct connection between the Northwest Transit Center, the MKT/Heights Trail, and Memorial Park via a safe and continuous connection. This connection works in synergy with other proposed area connections and would add additional benefit by providing: 1. Direct connectivity to public transportation and Memorial Park. 2. Utilizes a neighborhood bikeway to access the White Oak Bayou Trail/MKT/Heights Trail. 3. Safe, off-street connectivity across I-10 directly into Memorial Park. 4. A direct connection to a previously funded 2015 TIP trail along utility corridor (San Felipe to Memorial Drive). This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

This is a greatly needed improvement that would be much better were it run along the already owned ROW on old UPRR ROW down to the west end.

Tom G., resident

We need more bike path connectivity in this area. I support this project.

Kris W., resident

**Application ID 213**

*Project Sponsor - Houston Parks and Recreation Department, City of Houston*

I strongly support this proposal. I love the possibility of connecting a large business area with Memorial Park. This creates social and commuter options that will finally provide safe bike transit between Memorial Park and uptown.

**Matthew B., resident**

I love this idea. This is right by me and would allow me to use my bike instead of car to go to class at the Jash center in the summer time and not have to worry if a car will stop to let me go.

**Janet C., resident**

This project provides a critically needed safe connection across the west loop and a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

**Doug O., resident**

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

**Anthony B., resident**

Looks great, but I would like there to be signs showing the trail so that bikers won't get confused on the turns.

**Abby F., resident**

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

**Shawna R., resident**

I strongly support the Uptown/Memorial Park Connector Path and Bridge. Memorial Park is a gem of Houston but can be difficult to reach by bicycle. In particular, travel north/south is difficult without contending with traffic and dangerous intersections.

**Charles B., resident**

Looks great. It will be much needed.

**Harve T., resident**

I have not attempted to ride the existing routes between Uptown and Memorial Park, but from looking at the existing cycling route options and knowing well the roads involved, this project is a large improvement.

Tom S., resident

I wholeheartedly endorse the Uptown/Memorial Park Connector Path and Bridge. I live in the Tanglewood area and find it difficult, as well as scary, to go to the park on my bike via Woodway. I welcome the chance to use the proposed bike trail. Thank you.

Bob P., resident

I am moving to the area this week and would love a bike path to get from Uptown park to Arboretum/Memorial Park without having to worry much about 610 traffic traveling North.

Jaime J., resident

Eleven million dollars for a two-mile hike/bike path? This is ridiculous. Who is paying for this? \$11,000,000 could do a lot of improvements to non-"signature" parks all over Houston. It could also make a dent in fixing some of the streets. Somebody's priorities are way off.

Rick R., resident

I support this expansion as it will allow Houston to be more bike friendly. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, HGAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. Additionally, I believe anything that allows Houstonians alternatives to using their cars to get around is a good thing for everyone in our community.

Nikki M., resident

This is an incredibly dangerous area for cyclists. This project provides a direct and safe connection between Uptown, Memorial Park, Houston Arboretum and Nature Center), the existing east-west trail along Memorial Drive, and a TIP funded trail funded via the 2015 Call for Projects. The existing shared-use path in Memorial Park on the west side of IH 610 West Loop abruptly ends at Uptown Park Boulevard. It also requires crossing the busy 610 feeder roads. This project would provide off street connection from Memorial Park to the trail and extend it south to Post Oak Boulevard's new BRT facility. It will help create a gateway between one of the largest business districts and one of the largest parks in the City of Houston. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

I support this project.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

### **Application ID 214**

*Project Sponsor - Houston Parks and Recreation Department, City of Houston*

This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Ben C., resident

This is a great improvement! Not only does it connect memorial Park from the south, but it opens the possibility of connecting to buffalo bayou! I hope this extension gets approved and completed ASAP! Thanks!

Matthew B., resident

This project would provide a desperately needed link from Richmond Ave to Memorial Park. Currently there is no accessible, safe and direct route from north to south in this area. The link provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Doug O., resident

This pathway would connect so many citizens from as far south as Meyerland to Memorial Park. It would also present a key connection between the brays and buffalo bayou trails. So, every part if that can be built is instrumental to making our city connected without having to use a car. This should be a priority project. Thanks.

Neil V., resident

Please make this happen! We need these trails.

Carole P., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

As someone that lives in West U area and frequently travels to MP to run and ride, I would absolutely love a safer and more convenient way of getting there rather than using the 610 feeder or going thru River Oaks. This would be like a dream come true for so many to have the connection from Braeswood/Bayou Trails up to Memorial Park.

Susan S., resident

Any bike lane on the west side is great, I am just concerned about the stop signs and lights that are safe for bikers.

Abby F., Houston Bike

Love this bike path - it would allow me to get to so many other places! Thank you

Cliff M., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in and around the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

I would love a safe way to reach Memorial Park. I have no problem traveling that area on a Sunday morning, but any weekday is very dangerous. I would use this trail system several times a week to go between the braes bayou trails and the white oak bayou trail. Please consider this project.

Marsha C., resident

My group rides along the 610 feeder every Saturday to Memorial Park. This would be a wonderful, safe, alternate route to the same place!

Wayne H., resident

I strongly support this additional line from San Felipe to Richmond (and beyond!) I live in this part of Houston and the bike paths are limited. The ability to safely travel north/south is particularly difficult without contending with significant traffic and dangerous intersections.

Charles B., resident

This proposal is an excellent improvement to keep allow bikes to stay on paths and trails to go south from memorial Park versus riding along the West Loop or Post Oak Boulevard fiascos to neighborhoods and facing all the vehicular risks in a frantic driver area of town.

Tom S., resident

Please fund this ped bike project.

Clark M., Bike Houston

There is suggested language floating around, but I wanted to share from the perspective of an avid cyclist who lives in the neighborhood adjacent to the proposed trail. If this trail gets funded and built, it would change my life for the better. It would allow me to commute to work by bike while minimizing the time I spend on the road. It would keep me safe when I want to ride the trails right after work by allowing me to bypass riding along or crossing 610. It would greatly diminish the time spent on the road during rush hour and improve my overall health because I would take full advantage of this amenity. In my opinion, connectivity of all of the shared path should be a goal for the city of Houston, and I believe many people in Houston share this sentiment.

Mariana V., resident

Please fund this bike path initiative. If this were built, I would use it multiple times a day. This would serve as a connection for my commute to downtown via Buffalo Bayou and recreational activities at Memorial Park.

Jeremy H., resident

I'm submitting this comment in support of the various trails proposed to connect Memorial Park to surrounding neighborhoods, Projects 212, 213, 214 and 266. Houston's largest public park needs safe, convenient access for bicyclists and pedestrians. Project 212 will also provide a valuable connection between several neighborhoods and the Northwest Transit Center, providing access to Park & Ride buses and the Uptown BRT, as well as the proposed Houston terminus of the Texas Central Railway. Project 213 will provide safer connections across the West Loop between Uptown and Memorial Park and adjoining neighborhoods to the south. Project 214 will leverage the previously programmed trail between Memorial and San Felipe by providing safer access to neighborhoods to the south and will be another link in the chain between Memorial Park and Brays Bayou which will serve both commuters and recreational cyclists as a biking superhighway. Project 266 is a low cost, quick-to-implement connection between Memorial Park and the MKT/White Oak Bayou trails. Together these projects will greatly improve not only access to Memorial Park but also between neighborhoods and commercial centers along the 610 West Loop corridor. They are a key part of Houston's plan to become a Bike Friendly city and offer safe, convenient non-motorized travel alternatives.

Tom C., resident

This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made.

This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects. I believe commuting cyclists would benefit from this expansion. Additionally, people in cars in these areas will benefit as well, as this allows Houstonians the option of a healthy alternative in their daily commute and getting a few people off the very congested roadways.

Nikki M., resident

Re Application 214 This project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. I urge that this connectivity to the south be completed in very short order so persons who live in Gulfton and use Hillcroft transit center can have improved access to Memorial Park by bike. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Paul S., resident

This project will get bikes off the street and this project provides a connection to a previously funded TIP project and major residential communities to the south of Memorial Park. This project provides a safer alternative to riding along the West Loop or Post Oak Boulevard to neighborhoods, destinations, and activity centers beyond Memorial Park. It would facilitate the only access point to the Park from the south and is also a component of a shared use path network which would ultimately extend south, connecting Buffalo Bayou, the Westpark bike lanes, Gulfton neighborhood, Hillcroft Transit Center and Brays Bayou Trails. These connectivity benefits should be considered when funding decisions are made. This project has been coordinated with all partner agencies, to include utility companies, and meets the readiness requirements prescribed by H-GAC staff. For these reasons, H-GAC should consider it for funding or for placement on a shortlist of projects being considered for future funds should active transportation resources be limited within this Call for Projects.

Bradley K., resident

## **Application ID 215**

*Project Sponsor - Houston Parks and Recreation Department, City of Houston*

As a Museum Park resident, this is a necessary project for our neighborhood. However, I would like to see less on-street bike paths for the safety of bicyclists and pedestrians. Additionally, the closing of the homeless camps closer to downtown and the new innovation corridor has pushed the homeless community toward museum park and Hermann park. Nighttime Lighting on all of these paths is imperative for the safety of their users.

Bailey P., resident

I strongly support this application.

Martina S., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to read that we are going to continue to add bike trails to the existing trails in Herman Park. I am looking forward to riding these new bike trails when completed.

John J., resident

I support Project 215, Hermann Park Bike Network. In addition to being a major destination in its own right, Hermann Park also sits at the crossroads of major bikeways connecting neighborhoods and commercial centers in all directions. On nice days the park is choked with automobile traffic. Safe, convenient bikeways within the park and connecting to existing and proposed bikeways beyond the park are needed to provide a viable alternative to driving, both to/from the park and across it for access to other areas.

Tom C., resident

Hermann park is overdue for more bike path connectivity. I support this project.

Kris W., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration.

Susan B., resident

I support development of bike paths in Hermann Park because they are needed by commuters and park users. Being adjacent to Rice University, the Texas Medical Center and the Museum District, Hermann Park is a necessary link for workers and visitors to these places. Parking is at a premium in this area and encouraging people to use their bicycles will help ease congestion and reduce the need for additional parking spaces.

Kevin G., resident

## **Application ID 216**

*Project Sponsor - League City*

My son attended Creek side and I think the extension of Palomino Lane is needed.

Diana S., resident

This proposed bridge will not serve students at either school as almost 100% of the students already live on the south side of the Clear Creek and therefore would not be coming from the North. Also, the terminus at Grissom Rd would really be at FM 528, an already overcrowded roadway in Harris County. So, the bridge would go from one overcrowded roadway to another overcrowded roadway. It would also disturb wetlands and birding sites in the area, as well as cause home values to over 300 homes within 1/2 mile of the "approach and terminus" of the bridge to tank. It would also inevitably cause increased local flooding in the area. As all bridges seem to do. Thank you.



Victoria M-H., resident

League City is praying for a bond election in May 2020 to pay for less expensive projects they cannot afford. The thought of TAC/TPC considering a TIP project that received a B/C ratio of zero is incomprehensible. League City should refocus their objectives on needed projects instead of wasting tax payer money on ill-conceived TIP applications.

Dennis O., resident

TAC/TPC ranked Palomino Lane Extension benefit-cost ratio of zero. Time to remove this project from RTP forever.

Russlyn M., resident

This project is an underestimated rather very expensive bridge that multiple simulations League City has conducted going back to the early 2000's has never been able to be justified. School zones are changing and will not demonstrate the need for the bridge, City growth does not demonstrate the need for a bridge between the newly proposed Landing Bridge and Bay Area Bridge (a less than 2-mile separation between both bridges) now or 25 years from now. This bridge would be in the new FEMA flood way and will impact upstream neighborhoods who were flooded during Hurricane Harvey, as well. Environmental impacts with wetlands and the Brio Superfund site (haz drums still in Clear Creek) have not been evaluated. The City does not have buy in from County or other Cities to extend this Bridge beyond the dilapidated 2 lane Grissom Road nor includes \$\$ for upgrading Grissom Road. The bridge option is within 40 feet of a residential house and less than 200 feet from an entire neighborhood and this was not taken into account in the study either. This bridge to bankruptcy needs to be put to rest once and for all. In no way has it shown to be needed or justified and the Mayor of League City has gone on record opposing this project.

Linda W., resident

### **Application ID 218**

*Project Sponsor - Harris County*

Great Project, but Hamblen Road needs to be extended to Woodland Hills. This will provide another route deeper into Kingwood and alleviate traffic on Kingwood Drive and thru the adjacent neighborhoods.

Max W., resident

### **Application ID 223**

*Project Sponsor - Texas Department of Transportation - Houston*

This question is not just for FM 2920, but for Harris County roads in general. The typical road design of Harris County roads, whether built in the past or with recent construction, consist of very basic and low standards when compared to other suburban roads in Fort Bend county and elsewhere throughout the state. On many roads, there are large drainage ditches that are just off of the edge of the road with no barrier separating the two. Many of our thoroughfares are not very well lit at night with poor or non-existent signage. There are basically no sidewalks near commercial or residential areas where pedestrian traffic is present. Lane availability, intersection configuration, and low-end signal apparatuses all contribute to low performing thoroughfares that carry large amounts of traffic. In regard to lane availability, many roads should have

standard setbacks that allow for six-lane roads, especially (but not limited to) near and on both sides of intersecting highways if applicable, and this is not seen with many Harris County roads. In regard to intersection configuration and traffic signals, at moderate and high-volume intersections there should be longer left turn bays, dual left turn lanes if necessary, and many more right turn lanes that remove this traffic from the thru lanes. Traffic signals at the vast majority of intersections in Harris County still use multi-wire span supports, with the county being nearly the only entity remaining in the entire state that still uses wire spans in masse. The only areas in the county that seem to have pole mounted signals are the areas where the richer MUDs can fund the upgrade. Pole mounted signals should be a standard and not an upgrade that only the rich can afford. Also, throughout the history of Houston and Harris County, permissive left turns (at appropriate intersections) have not been widely used, where in other parts of the state permissive left turns have been in use at comparable intersections for quite a long while. I am aware that many of these projects are looking to correct many of these issues, and I am grateful for that because these are issues that affect our daily traveling patterns and should have been properly addressed a long time ago. My question is, will there be an effort, or is it possible, for HGAC to consult with Harris County, across all precincts, in upgrading its standard thoroughfare criteria to include these elements in all current and future projects, in order that these issues do not have to be revisited a decade later because Harris County refused these standards from the onset? Can HGAC help Harris County with better and more uniform thoroughfare development guidelines throughout the county?

Thomas B., resident

#### **Application ID 228**

*Project Sponsor - Texas Department of Transportation – Houston*

Praise Jesus!! Finally, someone is seriously thinking of correcting the pitfalls of one of the most dangerous roads in the county! I live about a mile from 249 off N. Houston Rosslyn and will drive to restaurants in the Heights or on 290 before I attempt to drive that road after dark. There are no street lights except at major intersections which make it hard to see the driveways that you are trying to hit AND hard to see the pedestrians that are walking. I'm an experienced driver (65) with no tickets or wrecks and I try to keep it that way by avoiding this road as much as possible. ANY improvements will be a blessing and a boon to the safety of all residents and a profit enhancer for the local businesses.

Paula C., resident

#### **Application ID 232**

*Project Sponsor - Harris County Municipal Utility District No. 500 (HCMUD 500) as the applicant with TxDOT managing letting*

I am curious to know if this will alleviate traffic volume from nearby Fry Rd and Barker Cypress Rd? I am also a bit worried how this will play out with commercial traffic volume, as Greenhouse Rd is almost all residential with very little to no commercial hubs from US290 to I-10. This will almost certainly open the door to large trucks using this more frequently, which will diminish the residential feel to Towne Lake and communities just south.

Matthew L., resident

This is needed to help eliminate the traffic congestion. It takes me 20-24 minutes to go 2.1 miles.  
I support this project

Anne H., resident

Not only will this improve access to the north side of Towne Lake it will greatly improve the horrible congestion we experience every day during rush hour at the Barker-Cypress and 290 intersection. My fellow van pool riders say it can take up to 20 minutes to get across 290 from the Wal-Mart @ B/C and Cypress North Houston during afternoon rush (4:45-5:15). It's so bad they have looked into starting another vanpool North of 290 to go back and forth to Westheimer and Beltway 8 but Metro did not allow for it. Thanks for the opportunity to comment!!

Kevin D., resident

Home Construction along fry and barker cypress roads has been going on for some time and there is currently no end in sight. This is causing backups when these roads connect to highway 290 and is only getting worse with more and more homes being built. We have the opportunity here with this project to significantly alleviate this growing and real problem. Please fund this project before the growing community gets even more gridlocked.

Clay F., resident

This is a badly needed project for the growing community of Cy-Fair. We currently have no access for multiple master planned communities to 290 without crossing over the Union Pacific Railroad tracks that parallels Cy-Fair. We need this project to move forward to help support our growth.

Tommy B., resident

Northbound traffic along Barker Cypress and Fry roads in the evening is absolutely terrible. My drive home from work in the evening is less than three miles, but often takes thirty minutes, even on Saturday's. Extending Greenhouse Road would alleviate this issue as the area continues to grow at a rapid rate.

Christopher W., resident

Please consider this a priority!

Amy L., resident

I support this project. It would greatly help alleviate gridlocked traffic at Fry and 290 and Barker Cypress and 290 during rush hour. Thank you for the consideration.

Daniel A., resident

Desperately needed to give a rapidly growing area an additional link to US 290.

John P., resident

This would help greatly to relieve traffic on surface streets south of US290.

Laura K., resident

I have lived in this area for 19 years now. With the expanding development and growth of population the access to 290 has gotten challenging at all hours of everyday. Having this built would help to take the pressure off Barker Cypress and Fry Road. I have spent many a day

frustrated and stressed trying to go anywhere north of my house. You started trying to build in extra time knowing that you never know when the traffic will take to 5 minutes to get across or 20 minutes. It causes accidents of people running lights or stopping in the middle of the intersection. Please help those of us in this community that need this access.

Barbara K., resident

This project needs to be done in order to elevate the bottlenecks on Fry and Barker Cypress.

Jeff M., resident

YES! I support this project! We need to relieve the terrible traffic congestion at Barker Cypress/290 and at Fry Rd/290. This underpass is desperately needed as another north/south route.

Julie H., Entouch

Please make this a top priority!

Sarah P., resident

Please support this project. It will alleviate heavy traffic that builds up in our suburban commuter area and greatly improve response times for emergency personnel. Our community has experienced rapid growth and is continuing to grow. Cypress residents appreciate your support!

Lindsay B., resident

This project is urgently needed and deserves a high priority.

John C., resident

With the exponential growth in far Northwest Cypress, prioritizing the Greenhouse extension to Skinner would greatly help alleviate the massive backups of traffic at Fry and Barker Cypress. Thank you.

Tana L., resident

Please make this a priority! We need some relief!!

Dina S., Comcast

Skinner desperately needs to be extended south of 290 to add an alternate route and alleviate congestion from Fry Road and Barker Cypress Road. However, going under the rr track could pose a flooding issue. An overpass would be a better option.

Kathleen L., resident

Strongly Support

Mike C., resident

I approve this!

Jeremy C., resident

I support this project. This would ease congestion along Fry Road to 290.

Kevin K., resident

Keeping in mind the additional 10000 homes expected to be built in Bridgeland/Townelake/Miramesa etc. over the next decade, Fry Road and Barker Cypress Road will not be able to handle the traffic. Already the traffic is getting heavy and it will only get worse. We need another way to access 290. Thanks

Kunal M., resident

Having lived here since '05, I've seen the tremendous growth in the area and its impact on this stretch. This project should be prioritized.

Jaime G., resident

This will alleviate congestion in our area.

Mona C., resident

Agree to extend Greenhouse to 290

Krista V., resident

As a prospective home owner in cypress, connecting greenhouse to skinner road has been a major factor in which neighborhood we decide to live. The connection would improve my husband's commute time from downtown and allow more time with family. Also, the concern about ems response time in the already congested area would be relieved knowing my family is safer. Please consider adding this project to the 10-year plan. Thank you.

Lacey D., resident

I live in Cypress Creek Lakes currently and see this proposal as great addition to the community. It will provide alternate to Fry or Barker Cypress roads in this growing community. Please consider this in our 10-year plan.

Nathan M., resident

I support this build.

Anika P., resident

We need Greenhouse extended to 290 please. Too much traffic at barker cypress and fry. Thanks.

Muhammad T., resident

In the 20 years I've lived in Cypress traffic has increased the Harris county has greatly improved east to west roads (Logenbaugh, West, Tuckerton, Cypress North Houston) but with Barker Cypress & Fry as only 2 north/south roads they are congested most of the day. This would give all Towne Lake residents direct access to 290.

David G., resident

With all the current rapidly expanding development in Bridgeland and Towne Lake, we have a strong need for a second option to access 290. The traffic on Fry can be terrible during peak hours. With the popularity of this area south of 290, in 10 years the traffic on Fry will be exponentially worse! Please consider completing this connection of Greenhouse and Skinner with the storm water pump station because that pump will definitely be needed for that area in particular.

Matt H., resident

As a realtor I do a great deal of driving and Fry/290 has become a problem as well as a danger due to the traffic backup. I believe that extending Greenhouse will alleviate this issue. Please prioritize it.

Amy H., resident

This project would be a huge help to traffic patterns in the area.

Megan B., resident

Much needed project. Traffic in Fry Rd and Barker Cypress is out of control. Thank you for the support

Javier P-M., resident

Fry & Barker Cypress South of 290 is horribly congested. We seldom cross 290 late afternoon/evening due to this. There are several businesses & restaurants we would visit during these hours if it wasn't so time consuming to get there (very short distance).

Dawn S., resident

The congestion at Fry & 290 & Barker Cypress & 290 is horrible and will only get worse with the rapid buildout in this area. An additional access point to 290 from the South side is desperately needed between Fry & Barker Cypress.

Glenn S., resident

I support the extension of Greenhouse Road to Skinner to alleviate the horrible traffic at Fry and 290.

Paula M., resident

Please fund this project!!!! We need another way to get across 290 besides Barker Cypress and Fry Rd. Thanks.

Monica D., resident

Please move forward with this project, to relieve traffic congestion on Fry Rd and Barker Cypress Rd.

Jeremy P., resident

Please reconsider funding this project for a 2021 construction start date. It would greatly alleviate traffic issues at Fry and Barker Cypress and 290.

Cristin L., resident

This is a priority project that needs to be funded and completed.

Keith V., resident

Please make this s priority!

Sandy O., resident

Please fund this project! It is desperately needed due to the rapid population growth of our area. I have seen police and ambulances have to drive down the wrong side of Barker Cypress at times to get where they need to go. This will not only greatly improve our lives, but it could save lives!

Patricia H., resident

Complete the project.

Keith P., resident

I believe this to be a worthy project. Currently, there is only one true passage way over or under the railroad crossing that doesn't directly go through a railroad stop from Highway 6/1960 interchange to Hwy 99 (Grand Parkway). That passage is Barker Cypress. You have an exploding community between those two areas that don't have a true passageway that is not blocked by a railroad crossing. The current main passage way that goes over the railroad track (Fry Rd) is getting more and more congested with no real relief. This can cause issues with emergency response times, due to the amount of traffic. The new passage way that is being submitted above helps alleviate the issue while also creating a direct connection to the park and ride. This would help make ridership easier and hopefully encourage more to use it. The addition of bike lanes also encourages to be more green in our mobility.

Rudy S., resident

We need this!

Thomas L., resident

Please consider this project as high priority for 2019. Traffic at Fry Road at Hwy 290 would be greatly reduced with this alternative route to 290.

Marvin C., resident

This would alleviate traffic on Fry road and Barker Cypress, as those roads back up very bad.

Mike D., resident

The recent elimination of the skinner exit upon completion of 290 expansion has only increased traffic spillage onto Barker Cypress. There needs to be additional outlets to help the flow of traffic. The bottlenecks as a result of Stone Gate, Alder Trails and Riata Ranch coupled with traffic from Lonestar, Berry Center makes the area too dependent on Barker Cypress as the sole outlet. There needs to be additional outlets and the addition of Greenhouse/Skinner connection would help traffic. Its dreadful that the construction/expansion of 290 removed the Skinner exit. Now that traffic is pushed to Barker Cypress. There also needs to be pedestrian crossings. The bridge traffic is too dangerous and doesn't support safe cycling/pedestrian traffic. There is no safe alternative for residents of Cypress to cross S to N 290.

Jaime F., resident

Cypress ranks 50th in the top highest-income urban areas in the United States. The current crossings at Fry Road and Barker Cypress Road can become very congested at peak times, and the proposed crossing at Greenhouse and Skinner would be a great relief to traffic in this area. In addition to reducing congestion in the area it would help our first responders to improve their response times in our area. This underpass would allow the Cypress area to continue to grow with an additional connection between the areas north and south of Highway 290. Without this proposed new crossing, the congestion in Cypress will only get worse. Let's solve this issue now.

David G., resident

We need this to reduce congestion.

Richard O., resident

Having another access point to 290 from the South would greatly help ease the traffic congestion on Barker Cypress Rd. And Fry Rd. during the peak hours of traffic. Thank you.

Carl M., resident

This project is needed to help ease traffic congestion which has gotten worse as Towne Lake, Bridgeland and Cypress Creek Lakes continue to grow around already existing communities. The problem will only get worse as more houses are built. There is not sufficient access to funnel traffic to/from 290 in the area.

Danielle P., resident

Need to extend

Betty A., resident

For

Jonathan G., resident

This extension would greatly alleviate traffic on Barker Cypress Road and Fry Road during high volume traffic times. With all the building up if Bridgeland and Towne Lake, traffic is only set to get worse on the two aforementioned roads.

Jeanette S., resident

This project is necessary for the continuing growth and safety of this Cypress area. As more housing is built between Barker Cypress and Fry roads it has become immediately apparent that these 2 roads cannot handle all the traffic and are always extremely congested, in particular Barker Cypress. This Greenhouse extension will help relieve this congestion and provide an alternative route for the community as well as emergency services. We need this project completed as soon as possible.

Sam N., resident

The project would definitely alleviate traffic at 290 and Barker Cypress as well as Fry rd.

Tom N., resident

This should occur, as the two closest thoroughfares, Barker Cypress and Fry Rd are too congested heading north to 290 and are only getting worse each year as more and more communities are built, and people move this way. It will continue to get worse once 290 expansion is complete, giving people more reason to live out this way.

Fred B., resident

Need more roads like this to connect to 290.

Jim K., resident

This would be a great project that will help the first responders time and reduce congestion on barker's cypress rd. and fry rd. Please approve this project ASAP



Aish N., resident

I live off of Tuckerton between Fry and Greenhouse. I would really appreciate this project being completed. The traffic along Barker Cypress and Fry are bad headed to 290 and Towne Lake is quickly clearing land for more houses. It will only get more congested. This would help our community tremendously!

Angela R., resident

Living in Cypress Creek Lakes, Greenhouse is the nearest street for me between Fry and Barker Cypress.

Jennifer C., resident

Our community needs this project not simply for ongoing development, but for the safety of our people as it would greatly impact first responder's response times.

Nathan R., resident

I am in favor. I vote yes.

Amy G., resident

I vote in favor. I vote yes.

Wilfredo G., resident

This project, along with an overpass connecting Cypress N Houston Rd over 290 are much needed for the growing population in Cy-Fair. The best way for you to understand our issue is to come see it for yourself between 4-6 pm, weekdays at Barker Cypress/290 or Fry290. Thank you for your time.

Jerrad R., resident

I support the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290.

Angela R., resident

In strong support of this project!

Paul F., Forde Construction

Hi, we are very much in favor of alleviating traffic congestion on Fry Road and Barker Cypress with the introduction of the connection of Greenhouse and Skinner Roads at the 290 intersection. We would also like to see this happen sooner rather than later. There are a number of restaurants and businesses that we would frequent north of 290 but the prospect of waiting in traffic on either Fry or Barker Cypress means we do not cross over. I can see the safety implications of lowering the road. Is this something that can be done in phases? Can the first phase be to connect the roads under 290? We would really like this access in place as soon as possible. Thank you.

Liz T., resident

Yes, please choose this project. It should help relieve the traffic. As a resident, I am looking forward to this becoming a reality.

Melinda L., resident

This is needed in our community badly. Traffic getting to and from Hwy 290 is getting worse and worse every day as the area continues to grow. This project needs to be funded before it gets even worse.

Jill F., resident

Please do the above projects. I travel this area frequently and I would make my life so much easier if the projects were done. As Cypress gets more and more traffic on all its roads the above project will minimize congestion and make travel so much faster. Sincerely yours, Kay Burkhalter  
Bridgeland Resident

Kay B., resident

Fully support

John R., resident

Please approve extension of greenhouse to connect to skinner under 290 as soon as possible. This will provide desperately needed congestion relief from barker cypress road/290.

Heather C., resident

I support the extension of greenhouse and skinner under 290 in cypress. Please approve and complete ASAP.

Mark C., resident

This connection is greatly needed in our community and would ease the constraints we currently have at Fry Road and Barker Cypress at 290. Please move this up the ladder and help give more road options to the booming communities in the area.

Lauren H., resident

As a resident of the area, this proposed project would be hugely beneficial to the residents and businesses in the area. The current congestion on Barker Cypress and other arteries onto or through (over/under) Hwy 290 is horrific. This would provide major relief and I would highly encourage its approval. Thank you!

Jim B., resident

This underpass is greatly needed to provide access to highway 290. Traffic north and southbound on both Fry Road and Barker Cypress is terrible. I personally would like to have quicker access to 290 for emergency situations when my family and I need to quickly get to the hospital.

Kari L., resident

This is a must to help traffic congestion on Fry and Barker Cypress. There aren't enough access roads to 290 from the south side of 290.

Marcos M., resident

Please build this road. It is necessary for public safety. This will allow emergency fire, police and ambulance service quicker access to underserved areas. Thanks.

Micheline H., resident

I would really like to see this project to become a reality to help all the congestion at the nearby intersections of Baker Cypress and Fry/Cypress Rose hills roads.

Todd E., resident

Dear Sir; This project will provide a savings of time and money for a large base of drivers. The location will provide relief from existing congestion on Fry Road and Barker Cypress Road. There are a number of schools and fire stations that would benefit from an extension of Greenhouse under U.S. 290 in reduced transit time and more effective response to emergency vehicles or excess. There are areas south of this location that would benefit in providing access to hurricane emergency exit on U.S. 290 west. Please approve the Greenhouse/Skinner Rd. Underpass @ UPRR and US 290.

Michael O., resident

This is a critical upgrade that would massively improve mobility in the area. The pressure relief on Barker Cypress/290 and Fry/290 would affect multiple neighborhoods in a positive way.

Stephen C., resident

It never made sense to me why greenhouse never connected to skinner. The congestion at Barker and Fry is terrible during peak hours. Creating a new route to across 290 will help ease congestions at the other intersections. It would also create a faster route to Lone Star Cyfair coming from north of 290. I am 100% behind this project and I am guaranteed the city would benefit from this.

Shane L., resident

We stay in Towne lakes near Greenhouse and Cypress N Houston. We often go to other side of 290 and at the moment it takes us having to cross the railway tracks and then 290 OR go via Barker Cypress which is almost always backed up. This project will vastly improve traffic flow, reducing time to go on the other side of 290 by 10 mins or more during peak periods. It will also reduce congestion on Fry and Barker Cypress. Although Mound will require additional lanes for this to work. With upcoming expansion of Towne lakes community on Greenhouse and Cypress n Houston, this will help. I support this project. Thank you.

Bhavin G., resident

I have lived in Towne Lake for 4 years and am required to go across 290 to 2920 on Muescke 2x a day for my kids' school (about 25min, one-way x4). Since Greenhouse has been built, traffic has picked up tremendously, causing tremendous traffic on Fry/290, often taking 5 min to go less than 1/2 mile. And there's more traffic to come as Towne Lake builds out, not to mention the additional traffic on Fry due to growing Bridgeland, Miramesa, Canyon Lakes, etc. The other option, Barker Cypress is just as bad, if not worse. As a realtor, many comments I hear from clients and colleagues' is don't buy a home south of 290, because of traffic congestion. This road is absolutely necessary!!!

Nancy V., resident

Connecting skinner and greenhouse will reduce congestion along the barker cypress and fry roads. It will be a great addition to open up the highly congested south side of 290.

Thaly P., resident

This community really needs this project for our infrastructure. The traffic backups are already severe and with new home development continuing it will only worsen. We seriously need better connectivity to highway 290, to eliminate waste and allow emergency services access.

Matthew K., resident

I support the underpass.

Puneet S., resident

I fully support. Relieve lot of traffic congestion.

Nainesh V., resident

STRONGLY SUPPORT - Right now - the Cypress area (population 190,000+ and exploding with continued growth) is dependent on two (2) North-South connectors (Fry Road and Barker-Cypress Rd) for connectivity across US 290. Barker Cypress traffic is gridlocked many times a day and is the main route to the Berry Center and Cy-Fair College. The completion of this project will allow a third North-South connector between the two halves of the Cypress area that straddle US 290.

M M., resident

Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290

Paul L., resident

A street connecting greenhouse to US290 and Skinner road would be a huge revenue driver for Metro. It would alleviate the traffic at Barker Cypress and Queenston area as well as Fry Rd and Hempstead. It would directly connect Towne Lake to US290. This seems like a no brainer to pursue.

Michael V., resident

Thank you for considering this project. I've lived in Towne Lake for 5.5 years and have felt the area grow rapidly. Northbound arteries out of the area reach maximum capacity nearly every day. Barker Cypress in particular is overwhelmed normally and when there's any event at the Barry Center all hope is lost to get anywhere quickly. With the amount of new homes remaining to build in at least 4 subdivisions that are north of Tuckerton alone, that are to rely on either Fry or Barker Cypress, I ask that this project be approved. Thank you.

Randy H., resident

Fully support this Greenhouse-Skinner road connection because it is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road. The bike lanes and access to metro are imperative due to the already increasing traffic in this area.

Jennifer K., resident

Please pass this. TowneLake is expanding, heavy traffic congestion is already on Barker Cypress road and Fry road. Opening up Skinner would help out a lot!

Chien N., resident

We need the greenhouse/skinner underpass@290 for sure.

Sabina M., resident

The addition would greatly alleviate traffic. And control pressure on driving in this area. Thanks for your consideration.

Felix G., resident

Yes.

Van N., resident

The approval of this project will have a much-needed benefit to the current situation we live every single day due to heavy traffic congestions on Fry rd. and Barker Cypress. Connecting Skinner road to Hwy 290 will provide a lot of cars direct access to 290, avoiding cars to such through neighborhood s at speeds above the limit endangering kids waiting at bus stops every morning. - Provide safety and keep drivers sane. The high volume of vehicles and the long waiting times to let through traffic lights in order to reach Hwy 290 is taking a toll on social behavior. This situation contributes to the rise of violent, aggressive and reckless behavior increasing the possibilities of rage road incidents and tragic accidents. - support bike use, allowing access to the Metro station for a large number of people enroute to downtown, helping reducing pollution and the amount of vehicles while promoting wellness. - This will allow to maximize the recent investment made on Hwy 290 by providing a direct access in an area with an already existing merging lane on Hwy 290 (right before reaching Barker Cypress bridge) making it a fluid, clean merging of traffic optimizing commuting time. - We have not reached full development in this area, hundreds, if not thousands, of homes will be built in the following months and years due to the highly attractive neighborhoods (Town Lake, Miramesa, Bridgeland, etc.) That will contribute to increase car volume on already saturated roads that fail in providing an efficient way out from all neighborhoods in this area.

Erwin S., resident

I am in favor of this project.

Varun T., resident

The Greenhouse/Skinner Rd. at UPRR and US 290 is needed because it will help with the excessive traffic and increasingly dangerous situation of drivers cutting through Alder Trails and other neighborhoods to get to 290. These drivers are not obeying the speed limit and that, along with a growing amount of traffic, creates dangerous situations for residents, especially children.

La Keshia N., resident

I am for the Greenhouse Rd to skinner road expansion and believe it will help relieve traffic on Barker Cypress and Fry road. It will be a convenient direct access for people who utilize the metro

park and ride. That may encourage more people to use park and ride since it will then be an easier access.

Amanda N., resident

I am for the underpass!

Stephanie S., resident

Please do this. I am off of Barker Cypress and Queenston in Alder Trails and the amount of traffic that comes through our neighborhood from and to Towne Lake, Bridgeland, and Cypress Creek Kanear is ridiculous. Cannot even get out of our own street due to backup. Amount of traffic in residential neighborhood is dangerous to residents and kids as people rushing thru to get on Barker closest to 290. Not stopping at stop signs and speeding around loading buses. There is an elementary here and surprised no one hit yet. Please alleviate the traffic on Barker Cypress and the bridge (normal time to cross 5 minutes max has turned into 20 to 30). Building alternate route would be good for all.

Pam K., resident

I am for this project. The amount of traffic coming through our neighborhood is ridiculous and dangerous. They use us as a short cut to 290. Speeding through the neighborhood while kids are out playing and waiting for school bus.

Chemeka B-E., resident

The cut through traffic is growing every day that passes. The people cutting through do not pay attention to the speed limit or the fact that children wait on the corners for their bus to arrive in the morning. It can take up to 20+ minutes for me to make it out of the neighborhood due to the light being so backed up with cut through traffic. This new construction at greenhouse could alleviate all of those problems.

Vanessa G., resident

This area definitely needs this crossing location for traffic and public safety reasons. There is a lot of new land development happening in the area (Towne Lake, Alder Trails, Bridgeland), and only two exists to 290: Fry Rd and Barker Cypress for this area. Barker Cypress has long been overcrowded with traffic during peak times. The hundreds of new homes have only made it worse. People in between these two corridors typically choose to drive inbound which means taking barker cypress. Further, drivers are crossing neighborhoods at high speeds while children wait for school buses. No speed bumps are allowed in neighborhoods due to safety concerns (firefighters, EMS, etc.) which creates a real safety problem. This crossing would alleviate a lot of the heavy traffic in the area and will allow a direct access to the Park and Ride and 290. It's a no brainer.

David T., resident

Please pass this project due to heavy traffic on Barker cypress and fry rd. Thanks

Tin Lam., resident

I would like to support the greenhouse/skinner road expansion.

Toan N., resident

All for the Greenhouse/Skinner project!

Terri D., resident

This would make such a positive difference in our community. It would allow people to bike/walk (instead of using the barker cypress overpass which is incredibly dangerous) and it would alleviate congestion in the area.

Lynette F., resident

Federal funding of the Greenhouse-Skinner road connection is vitally and urgently needed to relieve heavy traffic congestion on Barker Cypress road and Fry road to: - improve Fire/EMS response times - allow for bike commuting to the Metro Park N Ride - reduce heavy rush hour traffic congestion on Cypress N. Houston and Queenston Blvd from Town Lake area residents that travel to Barker Cypress Rd. in order to reach 290.

Maria Z., resident

This construction is critical to relieving congestion on Barker Cypress and Spring Cypress / Fry at 290 by offering additional traffic flow options.

Patricia M., resident

### **Application ID 266**

*Project Sponsor - Texas Department of Transportation - Houston*

I love this proposal! Anything that can connect dense neighborhoods and give additional safe commuting options for bikers is huge. I'd definitely use it once constructed. Thanks much for this opportunity to speak on something of great importance to me and the city.

Matthew B., resident

This is a relatively low-cost project which makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and would create a highly improved access to the I-10 crossing and access to the White Oak Bayou Greenway from Memorial Park. Combined with the proposed projects creating new connectivity to Memorial Park from the south, this would be an extraordinary win for Houston, the implementation of the Houston Bike Plan, and the city's developing infrastructure for active transportation.

Doug O., resident

I strongly support this. Please make it happen.

Carole P., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods.

Dan B., resident

Thank you for considering new and safer ways into Memorial park. I hope that we can make this happen to make access and use of the park improved for everyone.

Anthony B., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Lien L., resident

This is really a clever plan that brings numerous communities' access to the park and eliminates currently unsafe routes that cyclist are using to connect existing trails.

Alan S., resident

I think this plan looks great, it is close to the Heights MKT and the bayou.

Abby F., Houston Bike Share

I support this application and truly believe these bike paths can greatly increase health and decrease traffic. If you could also build paths from 610/shepherd north that would be great too  
Thank you!

Cliff M., resident

I strongly support this application. As someone that lives in Oak Forest, near the White Oak bayou trail, I would love safer ways to commute to work in the Galleria area. These proposed changes would certainly make better connections than the current options.

Shawna R., resident

I think this project is an excellent idea to improve the local cycling environment. My family and I would use it. I support the application and hope it is approved.

Todd K., resident



I think this would give those of us residents of the Heights a more direct, and safe, way to travel to Memorial Park. I support this project.

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

This is another great project. Highly supportive!

Clayton M., resident

I support this project and think it is a well needed connection to get the community safely over to Memorial Park Sean Burlingame

Sean B., resident

I live in the area and walk the trails every day. This connection will be awesome!

Rebecca M., resident

Yes!!!

Tara H., resident

I use white oak bayou trail as often as I can. Having a safe way to get there from Memorial Park would be ideal.

Marsha C., resident

I support the Memorial Park pedestrian connection.

Sally J., resident

This is a great project.

Cheri A., resident

Great idea!

Robin V., resident

I am in favor of this project.

Brittany E., resident

We strongly support this project, thank you!

Lauren L., resident

I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.

Cheryl H., resident

I am very in favor of this connection being funded. I hope it is considered and completed. We love to ride our bikes to Memorial Park. It would be safer to cross the feeder road of I-10 at the Cohn street bridge and make the bridge more manageable for bikes (especially bikes with trailers). This will also allow entering Memorial Park area at an existing signalized intersection.

Kyle H., resident

I strongly support this project!

Melissa M., resident

I strongly support this application

Karin P., resident

I support this project as a much needed and safer way to get to Memorial Park from the Heights than to use city surface roads such as Washington. Avenue Thank you.

Elizabeth M., resident

Yes, please! We need to connect these high traffic bike paths.

Paula N., resident

I strongly support the Memorial Park Bicycle Pedestrian Connection. This connector provides needed access to the growing bicycle path network in Houston.

Charles B., resident

I am writing to strongly encourage that this application please be funded. It will greatly enhance the area and the quality of life for all residents in the areas. Thank you.

Dorothy W., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and connection to Memorial Park. I strongly support this project.

Linda W., resident

Connecting Memorial Park and the trail system is a win-win. It has the potential to reduce the need to drive to the park to safely enjoy it while also allowing greater options for cycling and walking. Currently this is not possible along Buffalo Bayou as the park ends into sidewalk.

Matt O., resident

I support the building of this trail connector

Janet P-H., resident

I strongly support this project!

James M., resident

Strongly support this connection as my family and I enjoy riding our bikes through this area.

Rachel E., resident

I strongly support this application. I ride this trail regularly. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Moinuddin K., resident

I strongly support this trail to add a vital connection to Memorial Park and reduce the dependency of a car.

David C., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments

Fred S., resident

Finally, a great project needed as part of the pedestrian, cycling, trails connection between neighborhoods in that area. The benefits in terms of living quality, transportation and conveniences for the next decades make this project a real low cost. Most of my friends live in The Heights and Washington Avenue and the Memorial Park is the heart of the recreational network. Chances are to become the best human energy transportation alternative for the coming years. Hope to see this project done soon. Thank you.

Milton M., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods

and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Haley H., resident

Inexpensive and practical to address a need. I admit that the comment on also helping when the Houston Open does occur at the Memorial Park Golf Course caught me by surprise but makes total sense.

Tom S., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high-density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

I support this project 100 percent. It will be a jewel for the area and city of Houston.

Therese T., resident

Super excited about this project! This will open up a cycling pathway that has been prohibitively unsafe for some time.

Chad G., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Christopher N., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and

avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Sherry G., resident

I support this application.

Kelda B., resident

I live in Houston Heights and I am a cyclist who uses the White Oak and other Bayou Trails frequently. I recognize that there's a need in Houston for improved bike/pedestrian infrastructure, and in my opinion the primary need is for safe North-South bikeways to connect the E-W-trending Bayou Trails, and safe connections to Memorial Park. I feel this project would safely allow N-S bike traffic across I 10 and better connection between the communities served by the White Oak Bayou Trail and Memorial Park.

Ron M., resident

I support this short connector as it provides a direct connection to Memorial Park from a number of neighborhoods to the east and north of the park. The proposed route provides a no-traffic, high comfort route across I-10 and under the railroad track - both of which currently require using busy streets.

Jim B., resident

I strongly support this project! Please make this happen as the current transition is ridiculously dangerous!

Kate C., resident

I strongly support this project!!

Kate C., resident

Love this idea. Super helpful!

Laura H., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park.

Nikki M., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open

comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Bradley K., resident

I currently live in the Heights and I enjoy both running and bicycling to Memorial Park. This connection would give me a much easier and safer connection to get across both I-10 and the railway, which is currently accessible only on the busy TC Jester. With this connection, I would feel much more comfortable biking with my infant daughter or taking her in a jogging stroller to Memorial Park, which is a place I haven't taken her yet.

Patrick O., resident

I strongly support this application. This is a great project which is relatively low cost and makes a much-needed connection between the high density neighborhoods of Cottage Grove, Lazybrook, Timbergrove, The Heights, Woodcrest, Washington Avenue and other connected neighborhoods and Memorial Park. This could be a great transportation alternative when the Houston Open comes to Memorial Park in 2020. The trail links to Cottage Grove and Woodcrest Parks and avoids crossing the UPRR railroad by using an underpass where the train track crosses I-10. It is very creative, short, direct, low cost and could be implemented by the time the Houston Open comes to Memorial Park. Thank you for the opportunity to provide comments.

Tad B., resident

### **Application ID 267**

*Project Sponsor - Texas Department of Transportation – Houston*

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail, approximately half way between the current connections of these trails at the Eureka rail yard and the pending HPB connection near Studemont St. This also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10.

Gregg N., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately halfway between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Kate H., resident

I also support this project as it provides more and greatly needed inner-city bike access, especially for commuters. thanks! Jim Hughes, 77024

James H., resident

I strongly support this project. For cyclists, routes that are uninterrupted by motor vehicle crossings are the equivalent of limited-access highways for motorists, offering quicker travel times with increased safety. In the COH Bike Plan, I believe these are referred to as high-comfort routes. This project will provide northern access to the existing White Oak Bayou interstate on the south side of the bayou. It will provide a crossing that can only be achieved today by using major arterials Shepard and Yale/Heights. Those current options are not high-comfort routes. Thank you for the opportunity to comment.

Bryan D., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail.

Dan B., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Lien L., resident

This is a great project that would fill a missing link in our neighborhood. I strongly support it and hope it is approved.

Todd K., resident

This project would be a great addition to the community.

Cheri A., resident

This connection would provide a comfortable connection from the Heights Trail to businesses south of I-10 and the White Oak Bayou Trail. I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east).

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

Please build this. We live nearby and ride our bikes. This improvement to the existing trails would be tremendous!

Naomi C., resident

We think this project is a great idea and are highly supportive!

Clayton M., resident

I live in the area and walk the trails every day. I am in favor of the proposed trail. It will make the detention area useful, as well as provide a convenient link to proposed development in the area.

Rebecca M., resident

Anything to help cyclists and pedestrians! Houston drivers have no respect!

Tara H., resident

I strongly support this project! It would make it much easier and safer for my family to use our bikes to get to businesses south of I-10.

Casey B., resident

Connecting the MKT Trail to White Oak Bayou would make our city more accessible to bicyclists and pedestrians. Houston needs more of these to promote our city!!

Patricia L-D., resident

I support the White Oak Bayou Bicycle Pedestrian Connection

Sally J., resident

I strongly support this project. As densification continues in this part of town and streets become more congested and parking options become more limited, safer pedestrian right of ways are necessary. This project supports the footprint that already exists along White Oak and thus, expands and encourages foot and bike transportation as an alternative to vehicles when going shorter distances.

Caroline M., resident

This is great!

Robin V., resident

I am in favor of this project.

Brittany E., resident



I do not support this project. I live in the heights and close to this area and feel it would be a waste of taxpayers' money and should go to other well-deserved expansion projects. Even though I use the bike trails frequently and enjoy them, I feel this is not the best use of money. I supported 2 other projects (Memorial Park Bicycle Pedestrian Connection) (Northwest Transit Connection) because they expanded coverage and connectivity. I will put a few bullets below on why I do not support the project. \* This project does not add any more significant connectivity. The heights market trail already directly connects with the white oak bayou trail at several points (one just east of tc jester, one just west of Studewood) these two direct connections are less than 2 miles apart. The trails also have a connector trail on Heights Blvd. that bisects the 2 direct connectors. This new proposed connection would only be 2 blocks west of the Heights Blvd. connection not adding any greater connectivity. \* The proposed trail goes through an area that is not generally flat therefore making the expansion more costly than it needs to be by adding bridges and other land moving projects. If a connector is deemed absolutely necessary, then another area would be more suited at a cheaper price tag. \*TxDOT cannot take care of the Rutland detention basin or surrounding area as it currently stands, so why add more people to the mix. The Rutland detention basin already has multiple encampments of homeless people within the detention pond and general area between the pond and white oak bayou. They have moved in, cut down trees, had campfires, set up homesteads, and have brought in piles and piles of trash that have made a once clean and natural area into a trash pit. TxDOT also has not mowed or taken care of this area in the last few years. Adding a development project will not fix the problem if they cannot take care of the area as it already stands. Originally when TxDOT moved in they said they would take care of the Rutland detention pond, and they have not done so. In closing I love the bike trails and what they have added to the city but fail to see any added value with this unnecessary connector. Please spend any budgeted money on a project that expands coverage or connectivity so more people can enjoy the trails.

Sean B., resident

We live right off of White Oak Bayou and would use this a lot. We strongly support this. Thanks so much for these great bike trails!

Lauren L., resident

This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH-NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.

Cheryl H., resident

This project will help improve the Rutland Detention Basin into an urban greenspace or park. I understand that this is a MUCH-NEEDED flood basin, but some simple improvements will greatly improve the use of the area. This area also provides a high-comfort connection from the Heights Trail to the businesses south of I-10 and the White Oak Bayou Trail.

Kyle H., resident

I strongly support this project!

Melissa M., resident

I support connecting MKT Trail to White Oak Bayou Trail. At the present time, cyclists wishing to go to downtown using the WOBT must leave the trail and use the streets (very busy streets) which is dangerous. WOBT is a wonderful bike/hike trail but it only extends to the west as far as Stude Park. Connecting it to MKT would be a big enhancement to cycling in the city.

Elizabeth M., resident

I strongly support this application

Karin P., resident

There is currently no safe way for pedestrians in this area to cross the bayou and reach the businesses south of I-10. This trail is badly needed because it would solve that problem. Every time I see a pedestrian crossing on Studewood, I get vertigo on their behalf. These knee-high barrier and narrow sidewalk are scary. I won't use them, so I have to drive 3 blocks from my house to Kroger.

Anne U., resident

I am writing to strongly encourage you to please fund this project. It will greatly enhance the area and the quality of life for all residents. Thank you.

Dorothy W., resident

Please consider this trail for funding. It would allow a safe transition from the White Oak trail to other pedestrian/bike trails. I am a resident of Woodland Heights and the trail extension would be very useful and much appreciated.

Karen H., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails. In addition, it would facilitate flood control and provide a useful amenity in a flood control detention area. I strongly support this project.

Linda W., resident

I strongly support more connectivity to the incredible trails we have in place. It eases movement, links our city as neighbors, improves fitness, and is something that enhances the area in general.

Matt O., resident

YES!!! I am so anxious for this section of trail to be completed. As a Heights resident, I often ride my bike down Reagan to the bayou, but because the north side of the bayou can't pass Studemont, you have to use streets and get to the White Oak bridge to go West. White Oak can be really scary on a bike - lots of traffic, parking lots, and bars. I would love to be able to get through Studewood on the trails - I could even go to the grocery store on my bike with no streets except Reagan. Please do this!

Allie S., resident

The entire neighborhood has been waiting YEARS for this! Please fund it and get it started.

Melanie G., resident

I am in favor of developing this connection

Janet P-H., resident

I strongly support this project!

James M., resident

Thank you so much for considering this project. My family and I have been waiting for these connections, so we can ride our bikes together on these trails. It provides such a positive improvement on the quality of our outside time together. Much needed!!

Rachel E., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Moinuddin K., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Fred S., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Haley H., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

I support all three of these hike and bike and public space projects, 100 percent. They will only make Houston better.

Therese T., resident

Super excited about this project; it improves connectivity in an area that currently is not super safe to cycle through.

Chad G., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Christopher N., resident

I support this proposal.

Kelda B., resident

I am a resident of Houston Heights and a cyclist who frequently uses the White Oak Bayou and other trails in Houston. I feel there is a need for N-S trending bike access to connect the E-W Bayou trails. Also, there are a limited number of safe bicycle routes within the neighborhoods directly south of I 10. This project will help with both of these needs.

Ron Miller., resident

I strongly support this proposed bike route as it would be a key connection between the MKT and White Oak bike trails making it much easier to use those trails to access shopping and dining south of I-10 from the Heights. Combined with the proposed Patterson Complete Street project, it

would also make it easier to bike south to the Washington corridor and to the Buffalo Bayou trails.

Jim B., resident

I strongly support this project! Trails in the area have improved so much but they could be so much better! Crossing to get between these two paths can be dicey and dangerous.

Anne C., resident

Please fund the Rutland Detention trail.

Clark M., Bike Houston

As a resident of the Heights who likes to bicycle for both errands and recreation, this connection will be useful to extend the number of places I can reach easily on bicycle and another way to cross I-10 without having to dart across a busy intersection.

Patrick O., resident

I strongly support this project as it makes a key connection between the Heights/MKT trail and the White Oak Bayou trail approximately half way between the current intersections of these trails at the Eureka rail yard (west) and the pending Houston Parks Board connection near Studemont St (east). The project also has synergy with the long-discussed Patterson Complete Street project since this bridge over White Oak Bayou would connect to the White Oak trail just east of the northern terminus of Patterson St. This also connects a high-density neighborhood north of I-10 to many shops and commercial areas south of I-10 along Yale St and Heights Blvd. Thank you for the opportunity to provide comments.

Tad B., resident

### **Application ID 269**

*Project Sponsor - Texas Department of Transportation – Houston*

Not only should the sidewalks be improved along 1960, they should be improved and connected across the city. Markings should also be put in place to signify that Bicycles may use the entire lane.

Rick H., resident

### **Application ID 270**

*Project Sponsor - Texas Department of Transportation - Houston*

The loss of the bike lane is so dangerous on NASA Pkwy. I like to use NASA Pkwy for my Saturday rides, but I cannot use the road for week day rides because it would simply be too dangerous. The cars race by far too quickly and I was once almost hit by a motorcyclist who dove into the lane I was riding in without warning. It would be wonderful to be able to commute to and from work on this road, but at this time it is totally not feasible.

Alyssa S., resident

I bicycle along NASA Rd 1 for recreation regularly and sometimes for commuting to work at NASA Johnson. This project would make that trip a lot safer for me (in terms of sharing the road

with fast moving cars) and other bicyclists that use the road (of which there is a significant number from what I've seen as a driver and bicyclist who often travels along NASA Rd 1.

Andy R., resident

I ride this path once a week with the University of Houston Clear-Lake Cycling Club. The club started last year and currently has around 7 active members. We see at least one other cyclist on this trail each week. These improvements are really important to the development of the organization at UHCL because it will enhance the accessibility and safety along this route. With the school's recent transition to a 4-year institute came the admittance of thousands of young students. Campus Life and organization involvement has become a big focus for the administration and I believe this project would benefit organizations like UHCL cycling and allow the already prominent cycling scene in Clear Lake to continue to grow.

Sammuel C., resident

I daily see cyclists on this route on my way to work. This project is important for improving the safety in this area.

Lori C., resident

This improvement is really important to our area and to my family's safety. We frequently ride our bikes for leisure and my wife is a full-time bike commuter. Improving NASA Road 1 would keep us safe and help other people use their bicycles more for transportation and exercise while staying safe. Additionally, better bike access/infrastructure will help local employers attract younger workers and this project closes part of a gap in our existing path system and implements part of the bicycle plan. Please fund this project!

Zachary E., resident

There are many NASA employees who would benefit greatly from this project. Please consider this much needed project.

Holly R., resident

I commute on this roadway every day to and from work. I see many others riding or walking the sidewalks throughout the day, trying to get to Space Center Houston or other places of business. Many travelling this route appear to have no other form of transportation (and there isn't a bus.) The road as it exists today is unsafe. Many drivers use excessive rates of speed (10-15+ above the speed limit) on the roadway, especially on the bridge near Clear Lake Park and in front of Johnson Space Center. Many bicycle riders are forced to use the sidewalk due to the unsafe drivers. The bridge near Clear Lake Park is not wide enough for bicycle lanes and sidewalks, so many attempts to share the narrow sidewalks on either side of the bridge. There have been many wrecks on the bridge during the past 20 years, so adding a bike shoulder lane is not the answer there. Those braving the bike shoulder lane on other parts of the road have to navigate around trash and construction materials along the route. The bike lanes also collect a lot of debris, including the crumbling rumble strips that have not been repaired since the road was expanded to six lanes. The signage for bike traffic is confusing and/or obscured. The intersections are unsafe, as the pedestrians, cyclists, and autos do not have adequate situational awareness of each other. Many of the crosswalk buttons are malfunctioning, (especially at the Saturn and Upper Bay Road intersections.) The sidewalks are uneven and broken with much of the decorative brick making it non ADA compliant. The street lighting at night along the road is malfunctioning

along the south side of the road in front of the Jonson Space Center and is not placed near the sidewalk (even if it was working.) This project would fix many of the road's long-standing mobility issues. The intersections, bicycle paths, and sidewalks should be improved. Access to businesses and parks would benefit not just commuters, but tourists, families, and other citizens in the area. It would also make the route safer for drivers too, as it could potentially reinforce better driving habits.

Matthew B., resident

As a weekly bicycle user along this section of roadway, the sudden disappearance of the bike lane has always been a safety concern. Adding a striped bike lane would provide a safe section of the road that reminds all users to give room and share the road safely.

Douglas F., resident

I am a long-time Clear Lake resident and have been a cyclist for over 3 years now. I ride on NASA Rd One at least once a week and my husband rides on NASA Rd One at least 3 times a week. This road does not provide consistent protection for cyclists and pedestrians with gaps in the bike lane that put cyclists very close to cars and not enough space for cyclists and pedestrians to comfortably and safely cross or pass each other across the bridge. I also frequently drive down this road and always see cyclists on it. I must pass 5-15 commuter cyclists in the morning on my short way to work and often see 5-10 during my lunch break or when I run errands during the day. On weekends when I ride there are often groups of 10 to 50 that are cycling on NASA Road One at some point during their route. Cycling is becoming more popular in this area and the risks need to be addressed. I know many people who have been hit by a car in this area at some point or who have had a near miss (including myself who has had cars get within inches of my on NASA Road One where I am unprotected. I am often scared for my friends and family who ride by themselves because they are less noticeable to drivers and are therefore even more vulnerable to being hit. These improvements to this road would be vital to protecting cyclists and pedestrians in an area that is growing and more people are choosing to commute via bike or foot or to bike on these roads for recreation. Drivers need to be able to see cyclists and pedestrians and to know where the boundaries are to drive alongside them safely. The gaps in the bike lane striping, the fading of existing striping, the lack of ramps and the insufficient space for pedestrians and cyclists make it difficult for drivers to be aware and know where the boundaries are. This poses serious risks to cyclists and pedestrians and discourages safe passing and safe sharing of roads. I hope this project is funded to make Clear Lake a safer place to bike, hike, walk and drive.

Genevieve G., resident

As a resident of this area, I believe this bike lane needs to be finished in order to create a safer environment for people commuting via bicycle. If provided a safer option other than being in the road directly next to cars moving at 50 mph, people would be more likely to cycle to and from places. This would decrease the congestion seen everywhere around NASA and Seabrook. This is the only route available to get across the bayou via bike and would be heavily used if implemented.

Julia W., resident

The Pasadena/Mud Lake bridge is a great example of how "Share the Road" signs just don't cut it. If the road were straight and flat, I think cyclists could get away with taking an outer lane (and give cars a chance to plan ahead), but it is a dynamic, often crowded commuter thoroughfare, and I've had my share of close calls and "unkind gestures" while on that stretch. Markings, intersection changes, signage, anything you can do to make it clear to everyone using that stretch what to expect as they come around the bends, would definitely reduce the road rage and might even save a life.

Chris G., resident

I am in favor of this project, except I believe you mean space center blvd., not space city. I am a recreational cyclist and would use this weekly.

Eddie H., resident

An improved bicycle path is needed and will promote more people to use it and stay healthy.

Victor L., resident

Based on the above have no idea where this bicycle lane will be built as the Project Limits have named a non-existent street for one end of the project limits. Don't believe there is any street in the Clear Lake City area named "Space City Blvd". Believe you mean Space Center Blvd and if so why build a project that says going to Johnson Space Center that ends quite a way from the major entrances. The closest entrance is about .3 miles north of the intersection of NASA Road 1 and Space Center Blvd and is a delivery entrance and not a regular entrance for employees. Other entrances are closer to Bay Area Blvd and over a mile up Space Center while the main entrance is on Saturn Lane north of NASA Road 1 and again over a mile from the proposed terminus at Space Center. Appears whoever put this idea out is only looking to help people living toward Seabrook and ignoring all of the JSC employees living in Clear Lake City. Think you need to go back to the drawing boards and see if this is even necessary as doubt many will ride their bikes from Seabrook to JSC

David W., resident

Please, please, please make a safe bike lane! Could be funded by City of Pasadena and Clear Lake. We all benefit! It would be great if the Marathon trail: Nasa rd 1, Kirby, Red Bluff, Bay Area, Middlebrook, and Space Center bike/walk trail would be restored and maintained. It is a great half marathon loop! Thank you!

Shulamith B., resident

I bicycle 3 times a week approx. 20-25 miles each ride around Clear Lake, Johnson Space Center, and I cross Nasa Rd 1 into Nassau Bay area. We need more bicycle paths in and around Johnson Space Center. I would applaud any additional bicycle path. I use the paths, sidewalks and streets at least 3 times a week.

David K., resident

While I live in Pasadena, I often ride through the Clear Lake area. Any improvements to bike lanes is appreciated.

David C., resident



Yes, to bike lanes. - They should encourage bike riding by actually going places people want to go - They should minimize the risk from automobiles (no need to ban all automobiles... maybe underground tunnels for all automobiles?) - They should be created over abandoned railroad tracks as found along 146 in Seabrook

Louis A., resident

Please have Johnson Space Center mow the grass YEAR ROUND on their govt land along the sidewalk along Saturn Ln. between Space Center Intermediate School all the way to the Johnson Space Center along the only sidewalk to walk or ride bicycles. This area is many times overgrown and not passable on a bicycle or walking especially all summer. Johnson Space Center needs to take care of their current areas and sidewalks to allow bicycle traffic. The overgrown weeds during summer months makes sidewalk along Saturn Ln. unusable. I know this because I ride my bicycle at least 3 times a week. When JSC fails to maintain their sidewalk, I am forced to ride in the road along Saturn Ln.

David K., resident

I think the bike route is a great idea.

Karen W., resident

Bay Area Blvd from Space Center Blvd to Kirby Road is one of the most dangerous stretches of road in the area for bicyclists. It is so dangerous, I always ride the sidewalk although we are not supposed to. This project is long overdue. However, please remove the asphalt ridges on Bay Area Blvd when the bike route is constructed.

Dan W., resident

I would love to ride my bike to work, but I currently have only two unsafe choices: Ride with giant trucks who think I'm a commie who belongs on the sidewalk, or ride on the sidewalk and endanger pedestrians. Please fund this and expand it.

Jeremy B., resident

Please complete the bike lane. I am a cyclist and I support this project.

Kevin E., resident

As a person who works nearby and had also crossed mud lake bridge by foot and bike many times, I fully support this project and look forward to its completion in connecting Seabrook and Nassau Bay and making it more accessible by alternative forms of transportation.

Melinda M., resident

Bike paths that are not separated from vehicle traffic by other than a painted stripe are useless and dangerous. Properly separated bike paths, not directly adjacent to roadways, are very welcome.

Thomas T., resident

I ride that route often and even though there is a bike lane for part of the route, it is very scary with cars and trucks zooming past you at 50 mph. It would be great if a barrier could be provided like the one over Mud Lake. Thanks!

Thomas S., resident

I try to use the implied bike lane but for personal safety it's best to use the sidewalks. It's definitely a lot safer.

Donnell D., resident

I would like to see this plan move forward. Our area is lacking in safe pedestrian transportation alternatives.

Jan M., resident

I don't know what the details are for the proposed bike lane, I thought NASA Rd 1 already had a bike lane from Space Center to Kirby, I am always in favor of bike lanes. I like just outside of JSC, in University Green, and ride my bikes around the Clear Lake area just about every day (I usually ride to work). On weekends my friend and I ride a thirty-mile route around Clear Lake, part of which is on NASA Rd 1, and we appreciate the bike lanes immensely.

Glenn N., resident

I sincerely hope this project will get the bicyclists off the main traffic lanes of the roadways and onto a bike path. Traffic in this area is very thick and bicyclists during rush hour are only making the issue worse. I personally think it should be illegal for bicyclists to ride in the main traffic lanes - it's very dangerous and with the vast amount of traffic in our area, it's ridiculous that bicycles are clogging the roadways even more.

Stacey M., resident

All for more hike and bike paths for safe alternatives to automobiles.

Yvonne T., resident

I live in Bal Harbour near Space Center and NASA Rd. 1 and used to ride my bike a lot. I was hit by a car while riding my bike on Kirby Blvd near where this project is proposed. I was using the bike lane and was crossing the street in the marked crosswalk. The motorist stopped as though yielding the right of way, then proceeded as I was crossing and struck me. I ended up in the hospital. I think it was because I was northbound, and the bike lane was two-way but on the southbound side of the street and she wasn't expecting bike traffic from her right. I definitely want to extend bike lanes to enhance cyclist safety. There are a few areas that don't link up existing lanes and it is very dangerous to cyclists. Please extend the bike lanes and make sure they are on both sides of the street.

Pamela M., resident

Love to see new safe bike routes. The more the better!

Stan L., resident

I look forward to the new bicycle pedestrian route from Space Center to Kirby Blvd. I ride my bike on that route 2-3 times per week and in many places, even with the current "bike lanes" it feels very unsafe. Adding the wider routes in this location should increase the safety of bikers and walkers immensely. Thank you.

Joseph J., resident

It would be great to have a bike lane here, extending the one on NASA 1.

Chris D., resident

The more cycle safe areas the better

Mark G., resident

Our Bay area needs more safe passageways for bikers and pedestrians alike. Mayor Parker's legacy for her tenure as Houston mayor was the beautification of the city, attracting active families and pets to enjoy the city's many hike and bicycle trails and concrete pathways throughout the inner-city areas. We need this same energy and attention to making critical paths safe and enjoyable to visitors and residents alike.

Louis B., resident

Back in the '80's, before I retired from NASA JSC I commuted to the Center on my bike until the traffic by the JSC Credit Union, along with the debris next to the curb where I had to ride, dissuaded me from continuing this activity. So, I strongly support the addition of bike lanes wherever feasible to encourage more people to bike and to allow them to do so safely. You can therefore chalk me up as a supporter of this project.

John L., resident

A much-needed improvement for the accessibility and safe movement of cyclists and pedestrians. This should actually only be the first among many projects that connects the Clear Lake area with a higher standard of livability.

David P., resident

Hi, I'm a local resident and cyclist in the Clear Lake area. However, I'm not as active of a cyclist as I'd like to be, because of the lack of support and focus for cycling in my community. Currently, NASA Pkwy is a main thoroughfare for cyclists in our area, yet it is not safe because of 50+ mph speeds that cars take and the inconsistency of cycling infrastructure along the way (sudden loss of bike lanes, no shoulder over 6 lane bridge, etc). People won't stop riding this road anytime soon, so implementing this proposal is key to preventing any injuries or deaths from occurring in the future. Cyclists and drivers alike want to see this implemented, to reduce their risk of hurting a cyclist. This project deserves to be funded, showing a clear distribution of funds around the greater Houston area and a proactive stance on minimizing safety risks. Thanks.

Kristyn J., resident

I travel these parts of NASA Rd 1 only early on weekend mornings when traffic is low but would do it more often if the path(s) was safer. My son and I have used these routs mainly for fitness training - once or twice every weekend for the past 6 years. I have used them to travel to work to NASA from my home in Seabrook about 6 times a year and I have used them when dropping my car in the shop (take bike in car, drop car off, ride bike home) - twice a year. I see many folks

using it for transportation daily when biking or driving my car on these routes. I would use these paths more often for both fitness and transportation if they were safer. The largest issue with safety is car traffic. Drivers and cyclists need to feel safe around each other. The current sidewalks along this path have light poles that make the sidewalk very narrow in places. When training for MS150, these light poles were a danger for both my son and I. My worst fear was to potentially see my son (8th grade when he started riding) clip a pole with his shoulder and fall away from it into the road way. The paths also need to be road bike friendly (for narrow tires) meaning that the surface needs to be level, free of crevasses along the path of travel, and relatively free of debris to help cyclists maintain control of their bike. Making the road more bike friendly will help the community in many ways: 1) inexpensive and convenient fitness (don't have to join a gym and try to make a spin class time), 2) help decrease the carbon foot print in the local area if folks can feel safe enough to use the routes for transportation instead of cars, 3) increase the infrastructure so that car drivers don't feel threatened by cyclists, 4) the combination of all these can eventually shift the general population into considering cycling a legitimate mode of transportation as they do in Europe - which is required to really see environmental benefits for the city.

Lynda G., resident

I train with several groups that participate in the MS150. We utilize routes along NASA Rd. 1 and crossing the bridge is very dangerous at any time of the day. I've had several of my colleagues hurt, injured and near misses along this area. We all feel this is an important project for both drivers and bikers along this area and strongly encourage this project to be funded. Thank you!

Carrie C., resident

This area has been part of my daily bicycle commute since 1991. I currently take the sidewalk for going over mud lake. Whatever improvements are added please plan for path cleaning. A bicycle path is useless if there is too much debris on it to ride safely without getting flats.

David W., resident

I have started biking to work about every other day, from my home near Kirby Rd to NASA off the Space Center blvd gate. This project would greatly encourage me to continue my effort to increase my exercising and reducing my carbon footprint by work commuting by bike. I am slightly discouraged in continuing this as the current commute feels very dangerous along NASA Rd 1, as well as the short distance travelling North on Space Center blvd. Several times, I have been close to being involved in an accident with vehicles when trying to avoid the many obstacles along the current sidewalk on NASA Rd. 1 in this area, as well as having to compete with traffic along Space Center (given there is not a path from the existing Space Center sidewalk into the NASA gate). This proposal would greatly enhance biker safety in the area and would help Houston become a little more bike friendly. Thank you!

Jeff P., resident

As a local resident, and concerned citizen, who rides this stretch of NASA Rd 1 nearly every weekday to work, I am writing to offer my enthusiastic support for this project to improve bicycle and pedestrian infrastructure along NASA Parkway. The proposed improvements have the potential to increase safety for commuting and recreational cyclists and pedestrians as well as other road users - creating a robust east-west connection between residential and business areas on Clear Lake. NASA Parkway is a major thoroughfare in the greater Clear Lake region and is the only direct connection between some of the local municipalities and other regional places of interest including businesses, shops, and schools. For people like myself that use their bicycle to

commute to work, school, local shops, or for family-friendly recreation, the current NASA Parkway infrastructure between Kirby and Space Center is not only unfriendly but unsafe for both vehicular and non-vehicular traffic. With a posted speed limit of 45 mph and average vehicle speeds closer to 55-60 mph and an average daily traffic count of over 40,000 vehicles, those of us that are vulnerable road users have to choose between being smashed up against a 3 ft concrete wall or a too narrow bike/ped bridge littered with debris that doesn't allow for two users to pass each other safely. We need a better option. With the large number of people who already use the facility despite the uncomfortable and unsafe infrastructure, I believe that by providing safer, more accessible, more interconnected bikeways, will significantly increase the number of people riding bicycles in the Clear Lake Area and enhance access to the health and wellness benefits biking and walking delivers. This project will empower families to safely enjoy daily exercise together, make it more pleasant to get to community amenities such as local parks, and improve conditions for people to bicycle to work. Additionally, the wider path will allow Harris County Park staff provide much needed maintenance. I have personally talked with park workers who say they don't have the opportunity to maintain parts of the vegetation along the path because their carts block the entire path. Furthermore, providing appropriate off-street infrastructure that allows safe passage of bikes and pedestrians will increase the comfort of drivers by channeling slower-moving cyclist off the road. Improving the bicycle accessibility of NASA Parkway is important to me and adds a much-needed, low-cost transportation option. With increased motor vehicle traffic, gridlock on our local streets and the associated impact on air quality, reducing car trips and increasing bicycle trips is in our areas best interest in many ways. Thank you for your consideration of this project. I look forward to seeing it become a reality and improving the odds of my brain staying securely in my skull, so I can continue to contribute to the vibrant Clear Lake community and economy.

Robin E., resident

Don't bother with a bike route unless 1). It is marked with reflective paint, 2). Wide enough for a bike. 3). Is marked as a bike lane periodically, 4) does not begin or end in the middle of nowhere, esp. along NASA 1, 5) has lane markings in intersections, 6). Has traffic light signals that detect single bikes, 7). Is maintained/swept periodically, 8). Bushes are trimmed back, 9) not used for accident debris, Police patrols, local govt vehicle stopping, 10). removal of steps and potholes, 11). Repairs and fixes compatible with bikes - smooth grade. Bottom line: make and maintain bike lanes like the biker's matter.

Patricia B., resident

#### **Application ID 271**

*Project Sponsor - Texas Department of Transportation - Houston*

Please fund this ped bike project.

Clark M., Bike Houston

#### **Application ID 272**

*Project Sponsor - Texas Department of Transportation - Houston*

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) with safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. Also, if the

Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this SUP can be extended north to make a 0.90 mile SUP connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. How about installing bike rental stations at the terminal and NW Transit Center and having shuttle bus service. This could be a game changer for multi-modal transportation in the Houston region.

Gregg N., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th Street bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Kate H., resident

HIGHLY support this project. For those of us coming from west Houston, we need more safe access and connections. Thanks.

James H., resident

I strongly support this project because connections to transit centers are very important for pedestrian and bike routes. I have made connections at the Northwest Transit Center with my bike on the Metro bus rack. Properly done, this project will provide a route separated from motor vehicles to access the planned connection under 610 of Westview and the 12th St. bike lanes for east and west movement. I was unable to find a map of this project in H-GAC; all I have is the description on the comment solicitation page. I am concerned that the description says the path will begin at 12 St. There are about 800 feet from 12th St. north to the Westview-12th St Connector under 610. I mention this because in the past I've seen short, relatively easy and low-cost connections foregone due to relatively minor issues or at times a simple oversight. It is possible the missing 800 is already in the scope of the Westview-12th underpass trail project. Or it is possible the project description is imprecise. Regardless of the reason, a complete connection from the Northwest Transit Center is the project of value. Thank you for the opportunity to comment.

Bryan D., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center.

Dan B., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the

rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Donna B., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Lien L., resident

This is a great idea and would significantly improve safety for cyclists using the NW Transit Center. I strongly support this application and hope it will be approved.

Todd K., resident

This will provide an easy link from a main east-west bikeway and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. I think this is a good idea and support the project.

Jean T., resident

I am a recreational rider who rides over 4,000 miles a year on the trails around Houston. I strongly support this project.

William D., resident

I support this expansion to connect with the northwest transit center Sean Burlingame

Sean B., resident

This makes sense due to all the construction for the bus lanes down 610 to post oak. People from the heights could actually ride their bikes to the park and ride and use public transportation!

Tara H., resident

I support the Northwest transit connection

Sally J., resident

This project would greatly benefit the community.

Cheri A., resident

This will be great!

Robin V., resident

I strongly support this project. The area around 11th and 12th have a lot of workers that need to connect to public transportation. I will also allow families to safely cross under 610, which is important in this city with so many limitations on public transport.

Ricardo B., resident

I am in favor of this project.

Brittany E., resident

We strongly support this. We really enjoy the new bike trails and use them frequently.

Lauren L., resident

This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.

Cheryl H., resident

This shared-use trail provides a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) and safe passage under Loop 610 to the NW Transit Center. It connects to the White Oak Bayou Trail via the 12th Street bike lanes and West 11th Street Park. My children swim at the Afton Pool and this connection could open the possibility to biking to that area.

Kyle H., resident

I strongly support this project!

Melissa M., resident

I strongly support this application

Karin P., resident

This project would enhance bicycle-pedestrian access to the Heights area Hike & Bike trails and provide a connector to the NW Transit center. I strongly support this project.

Linda W., resident

I support the building of this trail connector

Janet P-H., resident

I strongly support this project!

James M., resident

Strongly support this connection!

Rachel E., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the



Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Moinuddin K., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Fred S., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

David W., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Haley H., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations

at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Ken K., resident

I strongly support this application.

Martina S., resident

yes! this is a great project for increasing safe cycling routes for commuting and recreation in the NW.

Chad G., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Christopher N., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Sherry G., resident

I support this bike trail. Will be a good thing. Thank you.

David G., resident

I support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) to the NW Transit Center.

Jim B., resident

Please fund this ped bike project.

Clark M., Bike Houston

This is a useful connection for people living in the northwest corner of the loop to help people walk and bike to catch a variety of buses. This won't benefit me directly but getting some more cars off the road keeps pollution down and creates more space for all road users across the Houston Area. Please fund this project instead of yet another suburban road widening that will dump more suburban car traffic inside the loop.

Patrick O., resident

I strongly support this project. This will provide a short, easy link from a main east-west bikeway (Westview & 12th St bike lanes) which will soon offer safe passage under Loop 610 to the NW Transit Center. The 12th St bike lanes connect to the White Oak Bayou trail just to the east. If the Houston/Dallas High Speed Rail is built and the terminal is at the former NW Mall, this Shared Use Path can be extended north to make a 0.90 mile Shared Use Path connection between the rail terminal and the NW Transit Center, a mere 15-20 minute walk. Installing bike rental stations at the rail terminal and NW Transit Center could also be considered in the future. This could be a game changer for multi-modal transportation in the Houston region. Thank you for the opportunity to provide comments.

Tad B., resident

### **Application ID 273**

*Project Sponsor - Texas Department of Transportation - Houston*

I support this project. Wheeler TC needs more bike/ped access.

Tecky S., resident

Please fund this ped bike project.

Clark M., Bike Houston

### **Application ID 316**

*Project Sponsor - Texas Department of Transportation - Houston*

Why is it "North of Kingsland Ave" to the Fort Bend county line? Why not from Interstate 10 to the county line? Currently the I-10 ramp offloads into an "exit only" lane on SH99, so traffic is forced to abruptly slow to allow for a volume of cars to merge onto SH99. This slows this corridor down tremendously especially during peak hours. When widening SH99 to 3 lanes in each direction, they should consider revamping the I-10 connector to SH99 as the current layout seems flawed.

Matthew L., resident

This along with improved signage is desperately needed on SH 99 Seg D. Drivers regularly merge into oncoming traffic past the merge points because they don't realize they are in exit only lanes exiting the highway. This makes driving on this segment on SH 99 very dangerous because drivers often signal and move into these lanes and then panic and move back into thru-traffic lanes without changing their signal.

James W., resident

SUPPORT - Request Re-score - Public Safety and Mobility Issue - The number of accidents on the Grand Parkway (SH99) continue to increase at an alarming rate. Both this project area and SH99 from US 249 to IH 45 are congested and subject to an increasing number of accidents (a few of these high-profile accidents covered by the local media). Some have gone to the state legislature recently to request their "help" with the H-GAC decision-making process when important projects like this are incorrectly scored.

M M., Entouch

### Application ID 337

*Project Sponsor - Houston Parks and Recreation Department*

I am in support of this project. Connecting already constructed bayou greenways with additional connector greenways will encourage more people to utilize them for transportation and exercise.

Jonathon S., resident

The Greenways project must extend beyond the bayous. This project is necessary to maximize the impact and benefit of the Bayou Greenway project. I hope there are plans to prevent major flooding from rendering the paths useless for extended periods of time post-rainfall. For the city to become less reliant on personal vehicles, the upkeep, maintenance, and repair of these bike paths must be as important as the maintenance of our streets.

Bailey P., resident

Please fund this active transportation project.

Clark M., Bike Houston

It is exciting to see that we are finally create north south connectors between the east west bayou green ways. This will make traveling across Houston much easier. I look forward to riding these connectors once they are completed.

John J., resident

Great idea, this will enhance Houston's green ways.

Kris W., resident

Very supportive of this proposal--this is much needed connector for Houston bikers.

Jeffrey F., resident

Excellent project as roadway usage for cyclists, particularly in north-south directions, is quite perilous

Steve M., resident

This is a very ambitious plan, and if you could implement it you will be putting Houston on the map as a leader in multi-use trails providing recreation to a large part of the county. I am sure funding and construction time will be important considerations. Please keep me informed as to how you implement this plan.

Norman R., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., resident

#### **Application ID 338**

*Project Sponsor - Houston Parks and Recreation Department*

I regularly ride this area. I am looking forward to the expansion of the bike paths in this area. Thank you.

John J., resident

I regularly ride in this area. I am looking forward to your connection, along the ship channel, of Buffalo, Brays and Simms Bayous. This will be an extremely important addition to the existing infrastructure. I am looking forward to riding these trails in this area.

John J., resident

These bikeways are much needed I support this project.

Kris W., resident

I am very supportive of this proposal.

Jeffrey F., resident

To Whom It May Concern, Hello, I am a road cyclist and would like to encourage these bike paths. It does help when the bike path is separate from the pedestrian path as sometimes our speed is close to 20mph and that is unnerving to pedestrians we are passing. Thank you for your consideration. Susan Beavers

Susan B., Comcast

#### **Application ID 340**

*Project Sponsor - Metropolitan Transit Authority of Harris County, Texas*

DO NOT SUPPORT - highly doubtful that METRO can execute such a grandiose and very expensive project. DO NOT DISCRIMINATE in project approval - MUST perform the same improvements on US290 and IH 45N/S. Support those that have indicated in the media that they will bring suit at the Federal level if H-GAC prioritizes this 'boondoggle' as the #1 priority.....when there are several legitimate and worthwhile projects within the current cadre of submissions that cry out for Federal funding.

M M., resident

#### **Application ID 352**

*Project Sponsor - City of Baytown*

This improvement is necessary to relieve congestion at this intersection.

Elizabeth L., resident

**Application ID 353**

*Project Sponsor City of Friendswood*

This project is greatly needed for all the neighborhoods of Autumn Creek, The Retreat at Autumn Creek Apartments, The Estates at Autumn Creek, Terra Bella, Friendswood Cove, and Friendswood Oaks. It will: 1) provide safety (avoids routes where sidewalks are very close to busy Bay Area Blvd and FM 528 and crossing business driveways) 2) reduce emissions (less need to drive to/from schools) 3) provide quicker paths to schools (much shorter than using Bay Area Blvd to FM 528) 4) encourages walking or biking (traffic and drop-off/pick-up lines avoided) If it's possible of doing this project at lower costs to acquire available funding (i.e. city and/or school district pay for the sidewalks) it should get done. This project is not elaborate (i.e. No pave way lighting, floral landscaping, nor water fountains) but basic/efficient and greatly needed for children safety.

Lee C., resident

**Montgomery County**

**Application ID 187**

*Project Sponsor - City of Shenandoah*

Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.

Tonja L., resident

Please finish this road as soon as possible. Opening David Memorial all the way to 242 would make such a difference for so many. Thank you for your consideration.

Robert L., resident

PLEASE we need this to help with traffic

Steven C., resident

I live on 242 and work at the hospital it would help traffic so much for there to be a road to connect Tamina and 242.

Sarah C., resident

**Application ID 202**

*Project Sponsor - The Woodlands Township*

I support building more shared use in the area. Especially bicycle

Rick H., resident

As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current

TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.

Gordon C., resident

The College Park Drive Shared-Use Path is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.

Randall C., resident

I am disappointed that the College Park Drive Shared-Use Path project is not currently planned for funding. I urge you to reconsider it for funding. This project closes a crucial gap for The Woodlands as identified by the Woodlands Pedestrian and Bicycle Master Plan. I-45 is a significant intersection that bisects the community and we need a safe way to connect the community across I-45. If not, enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!

Charles G., resident

Application ID 203

As a member of the Board of Directors of Bike The Woodland Coalition I ask that HGAC please give more attention to funding providing more funds to Active Transportation (AT) in the current TIP (Transportation Improvement Program) round of funding. I feel that allocating only 2% of total funds to AT projects far less than reasonable when more like 10% of total funds has been the allocation in the past. I also feel that the College Park connector and The Woodlands School Safe Access projects be given more reconsideration and be funded. These AT projects in The Woodlands area are also important to the health and wellness of this area and to residents of all Houston Region. Montgomery County has gotten very little or no AT funding in the past. As one of the fastest growing areas of the Greater Houston area, we believe Montgomery County should receive some AT funding this year.

Gordon C., resident

Safe School Access Project is a worthy project that should get funded. Part of the reason it was not funded is the unconscionably low percentage of funds that were allocated to Active Transportation. The allocation of only 2% of funds to Active Transportation is not a good decision

for the HGAC region. For health, economy, clean air, and reducing congestion, AT is a great investment. The Transportation Committee should up the AT funds to at least 10% of the total. A second is why are municipalities competing with a state agency - TXDOT - who already has access to billions of dollars of funding every year? HGAC awards dollars to a state agency. It's not fair to the local municipalities and counties who are paying the taxes and are the real constituents of HGAC. Finally, the money should be equitably spread out among all counties who are in the HGAC area. As it is now the vast majority of funds went to Harris County.

Randall C., resident

I am disappointed that the Safe School Access project is not currently planned for funding. I urge you to reconsider it for funding. It is an important project that provides safe access to schools. It connects those vital last few miles to ensure our children can safely travel to school by walking or biking. This is healthy for the community and an important project as identified by the Woodlands Pedestrian and Bicycle Master Plan. If not, enough Active Transportation funds are available to fund this project, I suggest that the Active Transportation allotment should be increased. We should not undervalue the importance of Active Transportation projects!

Charles G., resident

### **Application ID 330**

*Project Sponsor - Texas Department of Transportation – Houston*

As a Stewart's Forest resident, I have several concerns with the widening of south loop 336 in Conroe that I hope will be considered. To name a few... 1.) Safety and the removal of buffer between our neighborhood and traffic. Moving traffic closer to the subdivision likely to yield more noise. Also continuing to obliterate trees near a subdivision many moved into for the 'forest-like' setting is fading fast and doesn't appear to be a consideration for this project. I'm not sure if a sidewalk is still in the plan but connecting our neighborhood to nearby highways such as I45 via sidewalk increases ease for wanderers along the highway into this neighborhood. 2.) Diminished appeal of the neighborhood entryway if the plan is still to cut into the front entrance of an established neighborhood as opposed to expanding to the other side (the north side) of south Loop 336 which has no development. 3.) Flooding concerns. We haven't had a problem and I'm hoping preventive measures are in place to keep it that way during and after the project.

M J., resident

### **Application ID 343**

*Project Sponsor - Texas Department of Transportation – Houston*

Yes, please to help with traffic

Steven C., resident

### **Waller County**

### **Application ID 207**

*Project Sponsor - City of Waller*

Please fund this ADA sidewalk project.



Clark M., Bike Houston

Please invest in the sidewalks and add bike lanes or marking that bikes may use full lanes.

Rick H., resident

**Application ID 317**

*Project Sponsor - Texas Department of Transportation – Houston*

As a resident of the City of Katy, this will help ease traffic on US 90 and I-10. This project should coincide with improvements on the Harris County side of US 90 from FM 1463 to I-10 to capitalize on the additional lane's throughout. These included adding dedicated turn lanes at US 90 at Katyland Dr and US 90 and Pin Oak Dr.

James W., resident



# HOUSTON PARKS BOARD

PARKS BY YOU

## Directors

2/28/2018

Thomas G. Bacon  
*Chairman*  
Barron Wallace  
*Vice President*

Mr. Alan Clark  
Director Transportation Planning  
Houston-Galveston Area Council  
3555 Timmons Lane, Suite 100  
Houston, Texas 77027

RE: H-GAC 2018 Call for Projects Comments

Dear Mr. Clark,

Thank you for the opportunity to comment on H-GAC's 2018 Call for Projects process. We would first like to applaud the staff at H-GAC for all of the hard work involved in this effort.

The Houston Parks Board has been working with the City of Houston, Harris County, and HCFCD to provide hike and bike connectivity, and access to park space throughout Houston through our Bayou Greenways 2020 (BG2020) Program. This linear park system along our bayous provides safe active transportation connections between homes, jobs, and schools. Our Beyond the Bayous program looks to expand these benefits throughout Harris County with the goals of equitable distribution of park space, access between parks, homes and jobs, and enhancement of our natural resources.

Working with the Houston Parks and Recreation Department, we submitted four projects to the H-GAC 2018 Call for Projects. The Beyond the Bayous Regional Network of Greenways (Application ID 337) was submitted for inclusion in the 2045 RTP. The Port Regional Connector Greenway (Application ID 338), West Side / Westpark Regional Connector Greenway (Application ID 184), and Little White Oak Bayou Greenway (Application ID 186) were submitted in the Active Transportation category.

We provided our comments, based on our experience, on the attached Exhibit A. If you have any questions, please feel free to contact Chip Place or Lisa Graiff at (713) 942-8500.

Best Regards,

Beth White  
*President & CEO*

Cc: Chip Place  
*Managing Director of Capital Programs*

*Houston Parks Board is a nonprofit 501(c)(3) dedicated to providing access to quality parks and greenspace for all people. Houston Parks Board creates, improves, protects and advocates for parkland in the Greater Houston region. Since 1976, the organization has utilized public-private partnerships and its extensive philanthropic, government and community relationships to improve parks large and small.*

*Houston Parks Board is currently leading the transformational Bayou Greenways 2020 project to create a 150-mile network of connected parks and trails along Houston's major waterways.*

Stephen Wright  
*Director, Houston Parks and Recreation Department*  
Ex-Officio

Beth White  
*President & CEO*

Houston Parks Board  
300 North Post Oak Lane  
Houston, Texas 77024  
713.942.8500  
Fax 713.942.7664  
www.houstonparksboard.org

1. Funding available for Active Transportation projects:

- a. **Comment:** Percentage of funding for active transportation (AT) projects vs. overall funding available very low. \$20.47M AT vs. \$920M total (federal funding + match) = 2.22%. The low funding amount is not due to lack of AT projects as 22% of all projects submitted were in the AT category.

**Suggestion:** Determine a minimum percentage of federal funding for AT projects for all future Call for Projects, and strive to meet or exceed this percentage.

- b. **Comment:** Originally only TASA funding was available for AT projects, although it has been recommended by H-GAC to fund one AT project with CMAQ funds.

**Suggestion:** In this Call for Projects determine funding that can be used for AT projects from other funding sources (CMAQ, etc) and utilize a portion of that for this round of AT projects. In all future Call for Projects, dedicate TASA funding for AT projects. If TASA funds available don't meet or exceed the minimum percentage determined allocate other federal funding as necessary.

2. General Benefit Analysis:

The benefit analysis for the 2018 Call for Projects was based on a 200 point scale. One hundred points for planning factors, and one hundred points for Cost Benefit Analysis (CBA). For AT projects, planning factors included: barrier elimination, expanding or improving ped-bike connectivity, planning coordination (project identified in a plan), emissions reductions, and environmental justice. The CBA for AT projects included safety, emissions, and delay reduction benefits.

- a. **Comment:** Planning Factors - The environmental justice question asked whether the project was in an EJ area, and if so, what the project would do to minimize adverse effects of the project on these areas. This question is vehicle centric as it doesn't account for the fact that Active Transportation projects positively effect EJ areas. It also does nothing to incentivize beneficial projects in EJ areas. EJ areas are historically underserved by beneficial projects because it is harder for these areas to find the local match required for federal funding.

**Suggestion:** Update the question so that it gives more points for beneficial transportation projects of all kinds in EJ areas, some points for projects in EJ areas that mitigate any potential negative effects, and no points for projects that have negative effects on EJ areas, or are not in an EJ area.

- b. **Comment:** CBA – The Cost Benefit Analysis doesn't include the full range of cost benefits that projects can bring. We, therefore, can't comprehensively evaluate and compare projects. Other beneficial categories could include economic, health, and social/community effects. We should consider all benefits even though not all project types will have all of the different benefits. For example, Active Transportation promotes walking and bicycling which have proven health benefits. Driving cars doesn't have the same health benefits. If all project types have to compete against each other for funding, then the only way to truly compare is to include all benefits a projects

bring, not just the ones that are specific to roadway projects.

**Suggestion:** If all types of projects must compete against each other, then include all potential benefits so that there is a comprehensive comparison. Alternately, consider separating projects into categories that only compete against projects in that category and cater the cost benefit analysis to be specific to those project types.

- c. **Comment:** CBA – CBA calculation doesn't include maintenance costs. Maintenance is ongoing for the lifetime of projects and are typically larger than the initial construction and design costs. Spending additional funds upfront that reduce maintenance costs over time could show significant cost benefits over the life of the project. It is hard to evaluate the value of these higher upfront costs without taking maintenance costs into account.

**Suggestion:** Consider including maintenance costs in cost benefit analysis calculations.

- d. **Comment:** CBA – TxDOT projects don't include design costs and environmental analysis in their overall costs whereas other projects do include these. TxDOT projects, therefore, always have an advantage and other projects can't compete unless they find other sources for these costs in addition to the local match for the federal funding request.

**Suggestion:** Include total project costs in the cost benefit analysis ratio, not just the federal funding requested.

- e. **Comment:** CBA – The negative effects of roadway and other transportation projects don't factor into the cost benefit analysis. These negative effects could include noise and the negative effects during construction among others. It is essential to include both the negative and positive costs for transportation projects to comprehensively evaluate benefits.

**Suggestion:** Consider identifying and including the negative costs associated with projects in the CBA.

### 3. Active Transportation specific comments:

- a. **Comment:** The procedure for estimating daily users was not consistent across active transportation projects. Daily users are part of the equations that estimate other benefits. It is therefore important to ensure that the process of estimating these users is consistent across projects.

**Suggestion:** Provide template for estimating daily users (pedestrians and bicyclists) of AT projects.

- b. **Comment:** The safety templates don't consider the benefits of removing pedestrians and bicyclists from conflicts with cars. Although ped-bike vehicle accidents are 2% of total recorded crashes, they make up 26% of all fatal crashes (Source: TxDOT Crash Records Information System, 2012-2016). Therefore giving pedestrians and bicyclists alternative safe routes is 12.5x more effective at improving safety as it removes the biker or walker from the equation.

**Suggestion:** Include a higher factor for safety improvement for active transportation projects.

- c. **Comment:** Travel demand on roads near Active Transportation projects were used to estimate delay and emissions benefits. H-GAC gave this information out individually. The list of roads and H-GAC demand numbers weren't required to be uploaded by the project team. It is, therefore, hard to determine whether the projects used a similar method to determine the roads they used for their travel demand numbers.  
**Suggestion:** Consider requiring all information used to estimate CBA numbers to be included in the project upload and made publically available for review.
- d. **Comment:** The CBA safety factor evaluates vehicular crashes that a project might help to avoid, however there is not an analysis of the safety aspects of actual proposed project. For example, for Active Transportation projects, if a project starts or ends at an already busy intersection that isn't currently used extensively by bikers and walkers, but does nothing to improve that intersection, it will potentially make that intersection more dangerous. In the 2018 Call for Projects methodology, we aren't aware of the method of analyzing the safety of the projects themselves.  
**Suggestion:** H-GAC may be doing this already, but if not, consider an 'on the ground' check by H-GAC staff that evaluates the physical conditions of projects submitted. The 'on the ground' check could look at whether projects may inadvertently cause safety hazards at the edges of their project limits, and whether the projects route, and provisions for that route, are adequately covered in the proposal. Providing this practical check for the top few projects of each category after the initial ranking of projects would ensure that funds are awarded to projects that make the most sense.

#### 4. Process of submitting grant information

- a. **Comment:** Thank you for providing an easy online access portal for uploading projects, and for providing ample training opportunities to use it. It would have been good, however, to be able to navigate the portal without having to enter information. Doing this would allow applicants to see exactly how it worked and the information required at each stage without having to go to training.  
**Suggestion:** Consider setting up a dummy project in every category that individuals can explore on their own. Doing this would save H-GAC staff time (less time training others), and let others explore the system individually.



## City of Pearland

3519 Liberty Drive  
Pearland, Texas 77581  
Tel: 281.652.1600  
pearlandtx.gov

FEB 27 2019

February 14, 2019

The Honorable Elaine Chao  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590

RE: TxDOT's FY2019 INFRA application for SH 35 in Houston, Texas

Dear Secretary Chao,

I would like to express support for the Texas Department of Transportation's INFRA Grant application for the State Highway 35 (I-45 to Belfort) project in Houston. Support is for the City of Houston and TxDOT in that segment only. **The City of Pearland does not support expansion of SH 35 south of Beltway 8 where there has already been substantial road improvements and the built environment through the City of Pearland and Brazoria County has existing private and public investment which costs would outweigh any perceived benefits.**

As we understand, TxDOT's INFRA funding request would provide gap funding of \$141.5 million, allowing TxDOT and the Houston-Galveston Area Council (H-GAC) to partner on constructing a new SH 35 eight lane roadway facility with four direct connectors to facilitate directional interchange movement at the intersection of SH 35 and I-610. TxDOT will contribute state funds allocated through the Texas Clear Lanes program with H-GAC considering contributing federal metropolitan planning dollars, making the project a true regional collaborative effort. Action is anticipated at the February 2019 H-GAC Transportation Policy Council meeting.

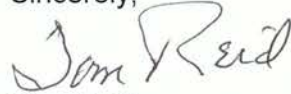
The SH 35 (I-45 to Belfort) project will provide a new north-south route for area commuters and freight movement, facilitating safe and efficient traffic flow. The direct connectors at I-610 will create a new freeway link to ease the interchange in this major truck corridor. SH 35 will provide regional connectivity between the Houston Central Business District, the University of Houston and Houston Hobby Airport. The safety aspects of this project include creating a new hurricane evacuation route and cutting air pollution by reducing congestion. The SH 35 project is a logical extension of the ongoing \$3 billion I-45 North Houston Improvement Project and will



complement the larger regional effort to improve traffic and freight movement such as the SH 288 improvements between Pearland and Houston's Texas Medical Center.

Thank you for your consideration and hopeful selection of the Houston SH 35 (I-45 to Belfort only) project for the INFRA program.

Sincerely,

A handwritten signature in dark ink, appearing to read "Tom Reid". The signature is fluid and cursive, with the first name "Tom" and last name "Reid" clearly distinguishable.

Tom Reid  
Mayor

cc: Pearland City Council  
Commissioner Rodney Ellis, Harris County Precinct 1  
Judge Matt Sebesta, Brazoria County  
Mayor Sylvester Turner, City of Houston  
Alan Clark, Director of Transportation Planning, Houston-Galveston Area Council  
Melissa Meyer, TxDOT, Federal Affairs

# INFRA APPLICATION LETTERS OF SUPPORT—THE SH 35 REGIONAL PARTNERSHIP PROJECT

## SH 35 New Location Route and Direct Connectors at I-610

- Total Project Construction Cost: \$338 million
- INFRA Ask: \$141.5 million

The State Highway 35 project has long been planned as a future freeway corridor for the Houston region. The proposed new location route is less than 2 miles from both I-45 and SH 288, providing an alternative route to those heavily congested corridors. The 3-mile project will construct 8 new mainlanes (4 in each direction) and 4 direct connectors at the SH 35/I-610 intersection.

**REGIONAL CONNECTIONS:** SH 35 will provide regional connectivity between the University of Houston and the Houston central business district. It will also provide a new route to Hobby Airport, allowing drivers to bypass SH 288 and I-45. The work being done on SH 35 is a logical extension of the much larger \$3 billion collection of upgrades to the I-45 North Houston Improvement Project and will eventually connect to the Grand Parkway to the south of Houston.

**PARTNERSHIP:** TxDOT anticipates partnering with the Houston-Galveston Council of Governments to fund portions of the project. H-GAC will consider funding two of the four direct connectors at SH 35/I-610, demonstrating the importance of this project to the Houston region. Action is anticipated at the February H-GAC Transportation Policy Council meeting. TxDOT is contributing additional state funds allocated from recent ballot initiatives Proposition 1 and Proposition 7, with a portion dedicated to Texas Clear Lanes projects. Texas Clear Lanes is an initiative to alleviate congestion in the state's biggest chokepoints.

Total Construction Cost	\$338M
Anticipated H-GAC Contribution	\$56.5M
Texas Clear Lanes Contribution	\$140M
INFRA Ask	\$141.5M

**SAFETY:** SH 35 will serve as a hurricane evacuation route from Brazoria County, taking some of the pressure off other north-south routes. The project is expected to relieve congestion to 5 of the Top 100 Most Congested roadways and will move through-trips off local roads and onto this higher capacity facility. Improving air quality in the Houston region is a priority; reducing congestion means fewer emissions and cleaner air.

**INFRA ASK:** TxDOT is requesting federal funding assistance to complete this multimillion dollar project. The \$141.5 million request accounts for 41% of the total project cost and will allow TxDOT to accelerate these much needed improvements.

### LETTERS OF SUPPORT Deadline: February 25

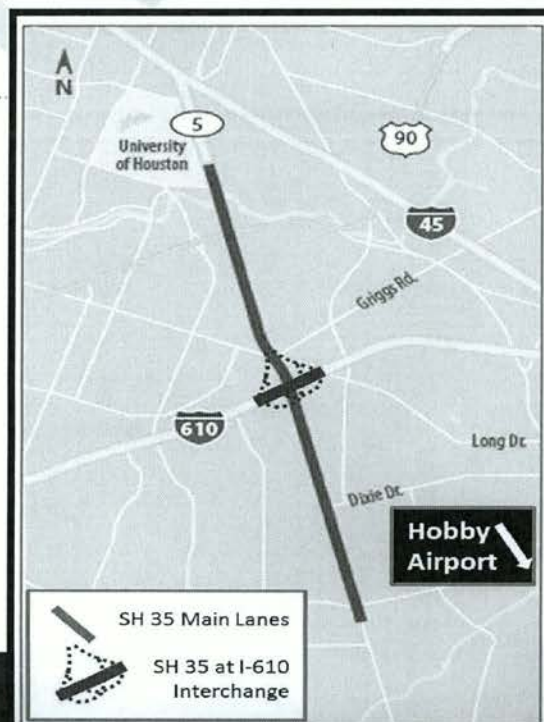
Please send an electronic copy of your letter to Melissa Meyer.

We will include copies with the INFRA application.

Melissa Meyer, TxDOT  
Federal Affairs  
Melissa.Meyer@txdot.gov  
202-434-0214

Letters should be addressed to USDOT Secretary Elaine Chao and highlight the importance of the SH 35 Project to your community, organization or business.

The Honorable Elaine Chao  
Secretary  
US Department of  
Transportation  
1200 New Jersey Ave SE  
Washington, DC 20590





I am Bruce Nichols, 12439 Huntingwick Dr, Houston. I live in Frostwood, near the intersection of Memorial and Gessner. I am here to urge approval of a grant request led by the City of Bunker Hill to rebuild Memorial Drive from Tallowood Dr eastward to Gessner Road. A piece of Gessner also would be improved.

Your own cost-benefit calculation for this project is 1.98, virtually 2 to 1. That is in terms of money alone and does not include the benefits to people, which in this case would enhance the score. The project offers improved safety for pedestrians, particularly children crossing Gessner at Memorial to get to Frostwood Elementary. And, although better stormwater management is not your mandate, this project would improve drainage for a large area subject to repetitive flooding.

Your process unfairly puts all grant applications in a funding cycle in the same pot. Rather than having two pots -- one for major highways and one for other corridors, you score them all using the same formula. That means that no matter how important other corridors are, they will be at a disadvantage when competing with major highways.

In a previous funding cycle, you awarded an adjoining stretch of Memorial Dr -- from Beltway 8 to Tallowood -- an almost identical grant, and that project is currently scheduled to be awarded and begin construction next year. There is virtually no difference between these two pieces of roadway. They should be considered one project, not two, because together have logical end points at Gessner and Beltway 8.

We aren't talking about a residential neighborhood street here, which obviously would be a more local responsibility. These two stretches of Memorial Drive together link a major highway, Beltway 8, and a major thoroughfare, Gessner Road.

This part of Memorial is a freight route, with trucks traveling between Gessner and Beltway 8 to make deliveries to a growing number of retail outlets. It is an evacuation routes, which in the event of emergency would be used by residents and workers to reach Beltway 8 or Gessner.

If you can't approve this grant this year, you should at a minimum put it on a contingency list. If you don't fund this project, you will be leaving an important stretch of roadway unfinished.

MAR 01 2019



February 25, 2019

Alan Clark  
MPO Director  
Houston-Galveston Area Council  
Transportation Policy Council  
3555 Timmons Lane, Suite #120  
Houston, TX 77027



RE: Letter of Support for Greenhouse Road Underpass @ SH 290 TIP Application

Dear Mr. Clark and Members of the TAC & TPC Members,

On behalf of Cy-Fair Chamber of Commerce we are writing this letter of support for the TIP application for funding of the Greenhouse Road Underpass @ SH 290. Our area is growing, and we have over 19,000 acres of vacant land within 2 miles of the Greenhouse and SH 290 intersection.

This congestion issue is compounded by the parallel UPRR Class One railroad tracks which carries several trains a day. Each 2-mile long freight train that travels through the area can block traffic up to four, (4) at grade major thoroughfare intersections at any given time of day. The underpass would improve access, increase safety with linkages between the north and south side of SH 290 and improve economic development opportunities.

This project would:

- Provide increased accessibility of police/fire/emergency medical services. Currently, the VFD facilities are all located on the north side of SH 290. The immediate target market area is projected to grow to over 550,000 new population projected by H-GAC by 2035,
- Increase accessibility for families to the eight (8) area primary and secondary schools located within a 2-mile radius of the proposed underpass. There are schools located both on the north and south side of SH 290.

We ask that you approve the application by MUD 500 and commit this project to the TIP as soon as possible. Your consideration in this important matter is greatly appreciated!

Thank you,

Heath Melton  
Vice President | MPC Residential Development



# Public Comment

02/12/2019

Subject: HGAC TIP Call for Projects - Active Transportation Project Selection

Firstly, I'd like to thank the Committee for their time and hard work in evaluating all the projects submitted. I also want to thank you for the opportunity to provide input on HGAC's 2018 Call for Projects. My name is George Mendes and I am a 16 year resident of Montgomery County and The Woodlands Texas. I am also on the Board of Bike The Woodlands Coalition, a non profit bicycle advocacy group in Montgomery County and on the Board of Adventure Cycling Association, a National nonprofit organization with a mission to inspire, empower and connect people to travel by bicycle. Adventure Cycling has over 6,000 members in the greater Houston region.

I have three requests for the committee to consider relating to the Active Transportation Projects:

- 1) Requesting HGAC allocate more funds to Active Transportation projects in the current TIP round of funding. Given the large number of Active Transportation projects submitted this year (42 pedestrian and bicycle projects submitted)) and considering that approximately 10% of total funds (~\$80M) had been allocated to Active Transportation projects in the past, an allocation of only \$16M (~2% of total funds) is extremely low. Consequently, great bicycle and pedestrian projects that will improve safety and accessibility will not get funded. Please consider an increased funding allocation to Active Transportation projects.
- 2) From an overall fairness and equity perspective, request that HGAC reconsider whether TXDOT submitted Active Transportation projects should receive the majority of Active Transportation project funding. I commend and applaud TXDOT's continued efforts to make our roadways safer for pedestrians and bicyclists; such as their commitment to placing shoulders on roadways that can be used by bicyclists for safe passage. I also do not want to discourage TXDOT from continuing to implement these Active Transportation efforts. But, TXDOT is a large well funded Statewide organization that has access to many other funding pools that most of the other local government entities do not have access to. Therefore, from an overall fairness & equity perspective, I'd like the committee to consider whether TXDOT Active Transportation projects should be limited in the TIP Call for Projects.
- 3) Ask the committee to reconsider the evaluation of the College Park connector project submitted by The Woodlands Township. It was exciting to see The Woodlands submit several Active Transportation projects to the 2018 Call for Projects. It was the first set of projects to be submitted in The Woodlands 45 year history. The College Park connector was the highest rated project submitted, but did not make the current funding cut. As many of you are aware, The Woodlands is divided by a large physical barrier called I45. There is no easy and safe route for bicyclists to cross I45 across the entire stretch of highway that intersects The Woodlands. The closest safe crossing is at least 12 miles north of the Woodlands in Conroe. Implementing the College Park connector will provide a safe and convenient connector for Montgomery County residents on the East side to access major medical centers, shopping centers, Lone Star College, and WG Jones State Forest. It also provides cyclists on the West side safe access to less congested roadways on the East side of I45. Without the College Park connector, there is no safe alternative for Montgomery County pedestrians and bicyclists to cross I45. Today, a bicyclist crossing I45 requires them to navigate pass 18 lanes of traffic; 10 lanes on I45 and 8 service road lanes. As you can imagine, a very daunting task for even the most experienced bicyclists. This is why we think that the College Park connector is worthy of reconsideration and funding.



In summary, I am asking HGAC

- 1) increase the size of funds available for Active Transportation projects
- 2) Restrict or limit TXDOT access to TIP funding of Active Transportation projects
- 3) Reconsider funding the College Park Connector project submitted by the Woodlands Township.

In conclusion, I want to thank the Committee again for their time and consideration along with all their efforts to make the Houston Galveston Region safer and more accessible for people who walk and ride bicycles.

Kind regards,

George Mendes



February 28, 2019

Houston-Galveston Area Council - Transportation Policy Council  
Houston-Galveston Area Council - Technical Advisory Committee  
Houston-Galveston Area Council Staff

Re: Public Comments on the 2018 Call for Projects Draft Recommendations

Air Alliance Houston appreciates the opportunity to voice our feedback and concerns regarding H-GAC's 2018 Call for Projects. We applaud the efforts of the Transportation Policy Council, the Technical Advisory Committee, and all of the supporting staff in their efforts to develop a framework that best addresses the area's transportation needs. However, we have identified a number of points of concern regarding the structure of the project scoring system and potential distribution of federal funding; we believe the H-GAC can make changes to its project selection process that will ensure a commitment to improving public health and environmental justice outcomes.

Appendix H of the H-GAC's 2040 Regional Transportation Plan included a commitment to employing the newly introduced "Healthy Planning Framework" to guide policy makers in considering public health outcomes in planning. Including this framework in the long-term regional plan was an incredible first step towards more broadly integrating public health into public policy. However, despite an explicit H-GAC staff recommendation to include scoring criteria in the Transportation Improvement Program that "specifically focuses on the healthy impacts" of proposed projects, Air Alliance Houston feels that the criteria used to score the Call for Projects applications do not reflect these recommendations.

In addition to not adequately considering the potential public health impact of projects, the criteria do not sufficiently weight the impacts on air quality and environmental justice communities. It should be noted that including an Environmental Justice (EJ) factor in many of the project categories is commendable; however, both EJ and air quality considerations need to be given precedence given the data we have on how our area's transportation system affects these areas of concern. Additionally, the EJ scoring factor is itself problematic; it seems to discourage transportation infrastructure projects in general. Environmental justice community needs are complex and should not be scored on whether or not a project is simply located in a community. Project scoring should be considered more holistically, with projects that achieve goals of increasing equity in transportation access while simultaneously preventing further environmental burdens on these areas taking precedence.

Below are our organization's concerns for specific project categories:

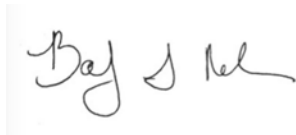
- Major Projects - for projects that would cost \$100M or more, the planning factor score does not provide any explicit integration of public health, air quality, environmental justice, or equitable access considerations

- “MANAGE” projects - out of a score of 100, 10 point scoring factor given to EJ considerations; none given to public health, equitability, or air quality despite the category covering issues of increased safety
- “EXPAND” projects - Any considerations of outright expansion of transportation infrastructure needs to be considered within the healthy planning framework laid out in the 2040 RTP. The H-GAC has a responsibility to more seriously weight considerations of expansion projects’ effects on public health and quality of life given that the Houston region remains in non-attainment of the Federal ozone standard. Not all of the subcategories within the “Expand” category provide for EJ considerations; none explicitly take into account public health, air quality, or equity in access. We strongly urge that larger projects in heavily populated areas be considered for additional health evaluations before being included in the TIP.

Overall, Air Alliance Houston believes the scoring system used to evaluate project proposals for inclusion in the TIP needs to be significantly reworked so that projects that improve public health outcomes, reduce dependency on single rider vehicle trips, address issues of equitable access and exposure to air pollution, and reduce mobile source emissions impacts are given priority. The 2040 RTP recommends the TPC implement policies to achieve many of these goals, yet the recommendations are not included in this selection process. Air Alliance Houston strongly suggests integrating the Nashville, TN MPO healthy planning model; in this model, [80 points in an 100-point transportation project scoring factor are weighted](#) towards improving public health through active transportation, air quality, and road safety improvements. Additionally, the Nashville MPO has partnered with the Centers for Disease Control to implement [the Integrated Transport and Health Impact Model](#), which performs a range of health impact evaluations on transportation projects. Implementing measures such as this will cement the H-GAC’s commitment to public health in the region.

Finally, federal CMAQ and STBG funds can and should be prioritized for projects that reduce single-rider vehicle use. Given the information we have on mobile source emissions’ impact on air quality and, subsequently, public health, the H-GAC should be urgently moving towards reducing single-rider car dependency.

Respectfully,



Bakeyah S. Nelson, Ph.D.  
Executive Director  
Air Alliance Houston





FEB 04 2019

**CITY OF ALVIN**

216 West Sealy Street • Alvin, Texas 77511 • (281) 388-4200 • FAX (281) 331-7215

**Office of the Mayor**

January 31, 2019

Mr. Quincy Allen, P.E.  
District Engineer  
Texas Department of Transportation, Houston District  
7600 Washington Ave.  
Houston, Texas

**RE: Grand Parkway – Segment B**

Mr. Allen,

Attached is a Resolution adopted by the Alvin City Council supporting the inclusion of Segment B into the State Highway 99 (Grand Parkway) Tollway project. The City of Alvin has worked closely with the Grand Parkway Association, the Houston District TxDOT Office, and the Houston-Galveston Area Council since 2005. There is a great deal of local support for construction of this segment.

The portion of the planned Grand Parkway around Alvin has a significant benefit to the community. In the early 1960's, TxDOT planned to upgrade State Highway 35 to a freeway to improve traffic. To support this freeway, the City of Alvin purchased a five-mile right-of-way around downtown for this project and donated it to TxDOT. TxDOT constructed the feeder lanes in this right-of-way at that time but in 1978 it could not get needed right-of-way north of Alvin, so it abandoned further expansion. When the Grand Parkway Association approached the City of Alvin in 2005, the available median on State Highway 35 was the logical choice. Crossing this five-mile right-of-way are six state highways, three county roadways, and one city roadway. With traffic lights at each intersection, one can only imagine the congestion. Construction of the Grand Parkway Segment B will not only provide for regional traffic flow, it will greatly improve local traffic flow by diverting through traffic from local streets. One of these intersections (Bypass 35 at Mustang Road) is rated by the TxDOT Houston District as one of its highest accident locations outside of downtown Houston. This project will greatly improve safety in our area.

The Tollway will also provide an important hurricane evacuation route for Galveston County residents and replace a railroad underpass (which is subject to flooding during hurricanes) with an overpass. This will also provide necessary clearance for oversized loads serving the Brazoria County chemical industry. Currently, the oversized loads are routed through downtown Alvin, which requires removing traffic signals, creating a real congestion issue.

The City of Alvin and the City of League City are working closely together to move this project forward since we are the communities most affected by Segment B. Brazoria and Galveston Counties are also working together to support this project. We understand that the next step in moving this project forward is for the Commission to "grandfather" Segment B into the existing Grand Parkway Tollway system. The parties would like to place this item on your February agenda to be considered.

Sincerely,

A handwritten signature in blue ink, appearing to read "Paul A. Horn".

Paul A. Horn

Mayor

Cc: State Representative Ed Thompson, House District 29

Commissioners, Texas Transportation Commission

✓ Director of Transportation Planning Alan Clark, Houston-Galveston Area Council



**RESOLUTION NO. 19-R-03**

**A RESOLUTION BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS, SUPPORTING TEXAS TRANSPORTATION COMMISSION ACTION TOWARD THE EXPEDITED CONSTRUCTION OF "SEGMENT B" OF SH 99 (GRAND PARKWAY) FROM SOUTH OF ALVIN IN BRAZORIA COUNTY TO INTERSTATE 45 IN GALVESTON COUNTY; AND SETTING FORTH OTHER RELATED MATTERS THERETO.**

**WHEREAS**, the City recognizes the important work Texas Department of Transportation (TxDOT) performs for the State of Texas including the advancement of transportation movements within Brazoria County; and

**WHEREAS**, "Segment B" of SH 99 (The Grand Parkway) in Brazoria County currently has full environmental clearance and TxDOT agrees that the Grand Parkway is a top priority for the State of Texas and has made progress in the Houston region; and

**WHEREAS**, in 2008, the Houston-Galveston Transportation Policy Council (TPC), under the Houston-Galveston Metropolitan Planning Organization (MPO) approved Resolution 2008-08, SH 99 (Grand Parkway) Business Terms and Conditions for the Houston-Galveston Transportation Management Area; and

**WHEREAS**, in 2009 TxDOT and the counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, and Montgomery entered into a Market Valuation Waiver Agreement that set out the scope for the development of The Grand Parkway; and

**WHEREAS**, the Market Valuation Waiver Agreement states revenues from the Grand Parkway shall not be used for any other purpose until the ultimate project scope is completed; and

**WHEREAS**, the City supports the expedited construction of "Segment B" of SH 99 (Grand Parkway) as it will provide for added safety and needed aid in relieving congestion to the City of Alvin and surrounding areas of Brazoria and Galveston Counties; and

**WHEREAS**, the City acknowledges that "Segment B" is another critical escape route for hurricane evacuation for Galveston and Brazoria Counties; and

**WHEREAS**, the City acknowledges that Alvin and surrounding areas of Brazoria County, Texas are expanding at a rapid rate which requires infrastructure to accommodate this growth; and

**WHEREAS**, one example of the growth is a potential \$1.2 Billion manufacturing plant just southeast of Alvin that will bring over 2,000 construction jobs and 50 permanent highly skilled jobs to the region and transportation routes are key; and

**WHEREAS**, the construction of "Segment B" of SH 99 (Grand Parkway) will provide

better thoroughfare planning through this part of Brazoria and Galveston Counties and will have a positive impact on the current economic growth in this region;

**NOW, THEREFORE BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ALVIN, TEXAS:**

**Section 1. Findings.** The foregoing recitals are hereby found to be true and correct and are hereby adopted by the City Council and made a part hereof for all purposes as findings of fact.

**Section 2. Open Meetings.** It is hereby officially found and determined that the meeting at which this resolution was passed was open to the public as required and that public notice of the time, place and purpose of said meeting was given as required by the Open Meetings Act, Chapter 551 of the Texas Government Code.

**PASSED and APPROVED** on the 17<sup>th</sup> day of January 2019.

**THE CITY OF ALVIN, TEXAS**



Paul A. Horn, Mayor

**ATTEST**



Dixie Roberts, City Secretary



February 11, 2019

FEB 14 2019

H-GAC  
P O Box 22777  
Houston, TX 77227-2777

Re: Northpark Drive Expansion Project

I am writing in support of the expansion of Northpark Drive in Kingwood, Texas.

I have lived in Kingwood since the early 1970s. The population and accompanying traffic since then have increased tremendously. Northpark Drive and Kingwood Drive are the most heavily traveled roadways in Kingwood.

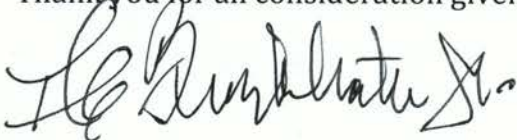
One of my biggest concerns is regarding flooding. During Hurricane Harvey, many homeowners were stranded because of the flooding of major thoroughfares. Many had to be evacuated by dump trucks as emergency vehicles were not able to get through. The expansion would provide Kingwood with an all-weather evacuation route. I understand that this project would elevate Northpark Drive above the 500 year plain at Ben's Branch. This area has flooded several times in the recent past, cutting off access to the rest of Northpark Drive.

In addition, the building of an overpass over the railroad tracks that cross Northpark Drive is long overdue. Traffic delays at that intersection have gotten worse and create a hazard as traffic backs up on Northpark Drive.

Our community is in dire need of the flood mitigation and storm water improvements that would be provided by this project.

I request that this project be elevated to PRIORITY status and be placed in the top 10 projects to be funded.

Thank you for all consideration given to elevating the priority of this project.



A.C. Burkhalter, Jr. P.E. (Ret)  
22 Shorelake Drive  
Kingwood, TX 77339

January 30, 2019

FEB 04 2019

H-GAC  
P.O. Box 22777  
Houston, Tx 77227-2777

Re: North Park Drive Expansion Project

Gentlemen:

I have lived in Kingwood for 44 years and observed with regret how the community has grown without commensurate improvements to the infrastructure. North Park Drive has been one of the two principle roads in/out of Kingwood. The amount of daily traffic on this route puts residents at risk of not being able to exit the community in the event of a major catastrophe.

Furthermore, expansion of the road will improve flood mitigation and storm water retention. A bridge over the railroad which is part of the improvement plan would greatly enhance traffic flow minimizing traffic delays.

I wholeheartedly support the project and would be greatly disappointed if the ranking for this project is not elevated to the level that permits the project to move forward in the near term

Respectfully,

A handwritten signature in blue ink that reads "AR Ford". The letters are stylized and cursive.

Alvin R. Ford  
2106 Hickory Creek Dr

3322 Greenwood Glen Dr.  
Kingwood, TX 77345  
2-7-19

FEB 11 2019

Dear H-GAC:

I am a resident of Kingwood writing in regard to the Northpark Drive expansion project.

Kingwood's population has increased to the point of traffic congestion being a daily problem. This is of major concern in the event of a forced evacuation due to weather or other event.

The traffic flow would be greatly relieved by the expansion, and help keep our community safe + flowing.

Thank you.

Yours,

Barbara Beined



FEB 22 2019

To: Dave Martin or Whom It May Concern -

I am writing in response to the request for input on the NorthPark Project. As a resident of Kingwood for over 30 years, I am greatly disappointed about the loss of trees in our once "Livable Forest" due to new construction. The increase in population and thereby traffic has created an urgent need for more lanes on this main road. The two lanes we have now are a cause of danger and frustration when traffic builds up and an emergency vehicle cannot get through. I hope you consider building more lanes with shoulders, proper drainage during heavy rain and replacement of trees where possible! As Kingwood moves in more

residents and businesses, the roads  
must accommodate the influx of  
vehicles associated. Please make  
these improvements as soon as possible!

Thank You!

Alui Thompson



Feb. 18, 2019

To Whom It May Concern:

Many times since our annexation by Houston we feel we're the second class citizens with less attention being given our fast growing and vibrant community. Our roads are a problem because of fast growth and very heavy traffic. We are in dire need of a Northpark Road expansion and bridge over The Union Pacific railroad. Traffic backs up during the day as well as during commute times! Many times I've waited 15-20 minutes because of train and/or traffic during the day. Please consider funds for us.

Sincerely,  
Randal W. Smith



FEB 25 2019

February 19, 2019

Katherine B. Persson, Ph.D.  
President

20000 Kingwood Drive  
Kingwood, TX 77339-3801  
281.312.1600  
LoneStar.edu/Kingwood

H-GAC Transportation Improvement Program  
P.O. Box 22777  
Houston, TX 77227-2777

Dear H-GAC Transportation Improvement Program Application Reviewers:

As the spokesperson for Lone Star College-Kingwood, whose college community is greatly impacted by the area transportation situation, I strongly support the Lake Houston Redevelopment Authority/TIRZ 10 TIP 197 application. This application requests \$28,362,932 in federal funds for the Northpark Drive Improvement Project through the H-GAC TIP process.

Given that this is a large project that involves partnerships with many to fund and is vital to saving lives in the future, let alone improving major traffic congestion, it is in the best interests of the region to fund. The City of Houston, through the Kingwood Mobility Study, is providing partial funding for this project as is the TIRZ 10. The \$28,363,000 Federal funds will complete the funding for this project to proceed. The other partners, both Harris and Montgomery Counties and the Union Pacific Railroad, have given their support for this project to proceed through their jurisdictions once funding is established. The public safety stakes are high given no emergency evacuation route exists today for the Kingwood area which was so dramatically evidenced during the flooding caused by Hurricane Harvey.

Providing the funding requested will provide the Kingwood residents with an all-weather evacuation route, address current and future mobility issues, provide flood mitigation and storm water detention improvements, and save lives.

Sincerely,

Katherine B. Persson, Ph.D.  
President, LSC-Kingwood



FEB 25 2019

# St. Martha Catholic Church of Kingwood

---

4301 Woodridge Parkway, Porter, Texas 77365

Phone: 281-358-6637 • Fax: 281-358-7973

February 20, 2019

Mr. Alan Clark  
Transportation Public Information.  
Houston-Galveston Area Council  
P.O. Box 22777  
Houston, TX 77227-2777

Dear Mr. Clark,

I am writing to express the support of St. Martha parish community for the Northpark Drive Mobility Improvement Project. This project is urgently needed to improve the current roadway of Northpark Drive for residents of Kingwood and the adjacent areas in Harris and Montgomery Counties. This is a rapidly growing area and widening of the roadway to a six-lane boulevard is necessary for the mobility of all traffic, the safety of vehicular travel and pedestrians, for an all-weather accessible evacuation route, storm water drainage, and the overall improvement of our community.

Our Catholic parish has over 7000 registered families and we currently have two campuses. The church where we worship is located on Woodridge Parkway just a few blocks off of Northpark Drive and our faith formation campus which includes our parochial school, religious education for pre-K to high school, and adult education is located on the 3700 block of Woodland Hills Boulevard.

Each weekend we have approximately 9000 individuals who frequent our Woodridge Parkway campus to attend the celebration of Mass on Saturday afternoon and throughout the day on Sunday. From Monday through Friday we have about who 600 people visit that same campus for daily Masses, various meetings, and visits to our adoration chapel. Thus, at our Woodridge Parkway location we rely on Northpark Drive as the main roadway to handle the large number of vehicles which utilize the campus. It is also Northpark Drive that we use to visit our members who are at Kingwood Hospital and Northeast Memorial Hospital. It would be nice to have Northpark expanded so I don't have to blame traffic if I am delayed in visiting dying members of my congregation at the hospitals.

At our faith formation campus on Woodland Hills we have a day school for pre-K through 8<sup>th</sup> grade and our current enrollment is approximately 440 students. Safety for our children and their parents is of utmost concern for us as well as good access to the school via Northpark Drive. Our religious education program for students who attend public schools, our youth ministry program for teens, and our adult education program attracts about another 2000 individuals to that campus in the evenings Monday through Friday.

---

*"Baptized into Christ Jesus we worship as one and reach out to all."*

I understand that there are many benefits being proposed for the Northpark Drive Project. Among these are flood mitigation improvements at Bens Branch, improved pedestrian safety at Glade Valley Drive, improved signalization at several intersections, reconstruction of two roadway bridges, and an overpass at the TX 494 Loop. All of these would add much to the accessibility and safety of the roadway which residents of the area and our parishioners use daily.

It is for these reasons that I enthusiastically offer this letter of support of this vital project. As pastor of St. Martha Catholic Church I want to assure you of my support for the funding and construction of this essential mobility improvement project at Northpark Drive. This is a necessary project for the growth and the future safety of all Kingwood residents.

Sincerely,

A handwritten signature in cursive script, appearing to read "Rev. T.J. Dolce".

Rev. T.J. Dolce

Pastor

4323 Fir Valley Dr.  
Kingwood, TX 77345  
February 21, 2019

FEB 25 2019

H-GAC  
P.O. Box 22777  
Houston, TX 77227-2777

RE: Northpark Drive Expansion Project

I strongly request that the H-GAC fund the expansion of Northpark Drive between Highway 59 (I69) and Woodland Hills Drive. This project is vital to the safety of Kingwood residents. During peak traffic periods as well as times when trains are using the railroad tracks that are located adjacent to Loop 494, access to the front of Kingwood, where emergency medical services are located, is totally blocked. Additionally, the capacity of NorthPark Drive has been greatly exceeded and this project will address that problem as well.

Sincerely,



Mrs. Winona Wilkinson





FEB 25 2019

**MIKE KNOX**  
Houston City Council Member, At-Large 1

February 20, 2019

H-GAC  
P.O. Box 22777  
Houston, Texas 77227-2777

Subject: Letter of Support from Houston Council Member Mike Knox  
Northpark Drive Mobility Improvement Project  
From I-69 (US 59) to Woodland Hills Drive, Kingwood, Texas

Dear H-GAC Directors,

I am writing this letter to express my support for the Northpark Drive Mobility Improvement Project. Living in a post-Harvey world, Northpark Drive is essential as an evacuation route to residents in the Kingwood area. Currently, no emergency evacuation routes exist anywhere in Kingwood, thus making Northpark critical to the safety and mobility needs of the residents.

The Northpark project will provide flood mitigation, storm water detention improvements and is a vital component of the long-term resiliency of Kingwood. Furthermore, a bridge will be built over the Union Pacific Railroad tracks perpendicular to Northpark Drive to address traffic delays.

I urge you to consider the Northpark project for funding.

Thank you for allowing me the opportunity to offer my comments on this important proposal.

Sincerely,

  
Mike Knox

MAR 04 2019

27 February 2019

Houston-Galveston Area Council

PO Box 22777

Houston, TX 77227-2777

Re: Comments regarding H-GAC Application 197, Northpark Drive Reconstruction Project

Dear Sir or Madam,

I am writing you today to provide comments supporting the Northpark Drive Improvement Project.

My wife, our three children and I moved into our new home (where we still live) in the Greentree Village section of Kingwood in June 1987. Our children were educated in the Humble Independent School District schools from elementary through Kingwood High. All completed college, married, and have children, and all three return to periodically to the family home in The Livable Forest.

As you can tell, Kingwood has been our true home for over 31 years, and will continue to be our home for many, many more.

However, we have always been aware of the potential for the danger caused by a railroad accident that could block at least one of the two main east-west roads in Kingwood. With all of the chemical railcars that move past the western entrances/exits from Kingwood, it was a relief when the Lake Houston Parkway Bridge and causeway was completed. We were fortunate that no train derailment occurred on the main line along Route 494.

It was many years after we moved to Kingwood that the Lake Houston Parkway bridge was built, providing a way to exit Kingwood to the south and bypassing the railroad, in case of an emergency. The population of Kingwood has grown from approximately 30,000 residents in 1990 to more than 75,000 today.

We still do not have an emergency evacuation route that will always be passable from any place in Kingwood. We still do not have a safe way to exit Kingwood to the west, over the railroad tracks, and the proposed Northpark Improvement Project would provide that very necessary means of exiting in an emergency. This would be the fastest route to a hospital for anyone in an emergency, and would also be the way for the largest number of vehicles to be able to leave as quickly as possible, should that be necessary.

During the flooding that marked the terrible Hurricane Harvey, the high water prevented exiting from Kingwood, and kept help from getting to Kingwood via Lake Houston Parkway and via Northpark Drive and Kingwood Drive, and even via Hamblen road. Rescues had to be by helicopter or the wonderful "volunteer navy" of private boaters when called into service by the Mayor Turner of Houston and Harris County Judge Emmet.

With the continued growth of Kingwood, now with more than 75,000 residents, the increased residential and commercial traffic has become burdensome on both Kingwood Drive and Northpark Drive. It is rare to be able to leave Kingwood on either Kingwood Drive or Northpark Drive without waiting in a long line of vehicles, waiting often for three traffic light cycles, and even more cycles during the morning commute out of Kingwood on Northpark.



Therefore, in addition to there being NO all-weather emergency evacuation route, even normal morning traffic would likely delay an ambulance leaving Kingwood with a patient in need of immediate live-saving care. Both Northpark and Kingwood Drives are two lanes only. Northpark has a very deep and wide drainage gully in the middle between eastbound and westbound lanes between Russell Palmer Road and Bens Branch, instead of a grassy median strip, so it is not possible for an emergency vehicle to move past the traffic simply by driving up over a curb onto the median, since there is no median along that part of Northpark. Of course, the same heavy traffic and significant delays exist each weekday afternoon as our residents return to their homes from working elsewhere.

Widening of Northpark from 4 lanes to 6 lanes will be a big improvement to daily traffic safety, as well as for emergency access or evacuation, and the proposed Overpass Project that will provide a roadway bridge over the railroad tracks will also help streamline the often-congested traffic flow.

The proposed project will also raise the Northpark roadway above the 500-year flood plain at Ben's Branch. This is very important, since over the last three years, Northpark has been impassible because it was submerged with flood water from Ben's Branch at four (4) different times. Obviously, this makes emergency vehicle passage into or out of Kingwood impossible.

The project will also provide flood mitigation and storm water detention improvements. Projected increases in normal traffic flows will be better accommodated by this widening, elevating and the addition of the bridge over the Union Pacific railroad tracks.

Of greatest importance is the sum total of all these upgrades and changes: 1) increased safety for the approximately 40,000 daily vehicles that use Northpark Drive, which is one of the most heavily traveled roadways in the area, and which already experiences a vehicle accident rate that is almost twice the statewide average, and 2) long-term significantly improved emergency ingress and egress between Kingwood and the areas west of Kingwood as a result of elevating the road and providing a grade separation bridge over the railroad.

This improvement is long overdue for all the citizens of Kingwood.

I recommend and request the immediate approval of the application filed by the Lake Houston Redevelopment Authority's Transportation Improvement Program for the Northpark Drive Reconstruction Project now before the Houston-Galveston Area Council for the Northpark Drive Reconstruction Project.

Sincerely,

A handwritten signature in cursive script that reads "William F. Simister". The ink is dark and the signature is fluid.

William F. Simister

3418 Woodland View Drive

Kingwood, TX 77345-1212

713.927.9697

# SIGN THE PETITION

## We do not want to become the next FM 1960.

Here are valid reasons for questioning the overpass or underpass at Research Forest and Grogan's Mill.

Other feasible options exist to reduce traffic.

**If you agree with even one of these reasons, let your voice be heard. Sign our Petition.**

1. **\$24 million is too expensive on just one intersection** versus original statement projecting \$14 million dollars. Shenandoah residents told underpass plans "very preliminary." [Shenandoah Town Hall (1:57:02) 10 – 20 years out]. Woodlands told more definitive timeline. Other improvements, (right-turn lanes and widened lanes) can be performed in less than three years, at both east-west intersections (Lake Woodlands and Research Forest). **First improvements should occur at I-45** for both Lake Woodlands and Research Forest. The backup at I-45 causes inner choke points.
2. **Lake Woodlands lane widening was a "committed project" in 2015 and as late as 2017.** December 2017 Courier article titled, "South County Mobility Projects on the Fast Track," fast tracking of the Lake Woodlands lane-widening project. Article briefly detailed mid-year 2019 start of lane widening to I-45 and quashing of the proposed overpass at Lake Woodlands, due to vocal resident opposition. (So, residents do have choices, but they have to use their voices.)
3. **Decrease property values are a cost to residents.** Decreased property values adjacent to project.
4. **Flooding of underpass = safety concerns.** Flooding already anticipated according to BGE study. The location of pumps on both sides of underpass and destination of thousands of gallons of flood water have not been determined. During flooding, impassible underpass traps people trying to exit area west of Grogan's. Lane widening, at grade (meaning at the same level of the current road), not expected to produce any flooding; does not require pumps; still allows traffic to flow through the intersection.
5. **Clear cutting of hundreds of trees along the median and shoulders.** Removing soil (which absorbs heavy rainfall) and replacing with concrete (which does not absorb water) results in flooding. Lane widening results in less tree loss.
6. **Noise and auto emissions due to increased traffic.** If both locations are not improved, "traffic equilibrium" will cause a large influx of traffic into the single area of improvement. Once the green tree barrier is removed, sound will not be absorbed. The environment will be impacted. Trees take up carbon dioxide and produce oxygen – cleaning the environment. Lane widening will ease traffic congestion, yet still allow for noise barrier to remain intact
7. **Potential impacts:** No data presented publically by any agency.
  - a. **TRAFFIC: (EAST)** According to BGE study, "improvements" begin within Shenandoah City limits on Research Forest. Ten (10) lanes total: 6 underpass with 4 surface lanes. Traffic signals at Pinecroft, Holly Hill, Six Pines
  - b. **TRAFFIC: (WEST)** Traffic signals at Lakeside Blvd, New Trails, Technology Forest.
  - c. **TRAFFIC: Last published data on intersection Crash Events [2015 South County Mobility Plan (H-GAC, Slide 51)]** Two categories exist to rank number of crashes at South County intersections. Guess what? Research Forest at Grogan's is not in the upper category of crashes, but Research Forest at I-45 is!
  - d. **ENVIRONMENTAL:** Scheduled to be performed AFTER project funding is approved
  - e. **FINANCIAL:** Loss of business revenue? Loss of sales tax revenue? (Decreased sales tax = increased property tax) Declining property values?
  - f. **QUALITY OF LIFE:** Walking/cycling path over the underpass? Noise? Loss of Woodlands. Flooding impact.
8. **Grogan's Mill north of Research Forest.** Commissioner Charlie Riley has stated in open session, no widening of Grogan's Mill scheduled and is in favor of signing a resolution not to widen Grogan's Mill.

*Join (almost) 250 neighbors who have already **SIGNED THE PETITION AT CHANGE.ORG***  
**"No Overpass or Underpass on Grogan's Mill or Research Forest in The Woodlands, TX"**

# Did you know...

...about the **Underpass at Research Forest and Grogan's Mill?**

...this project, sponsored by **The Woodlands RUD (Road Utility District)** and **Precinct 3 Commissioner James Noack**, is being rushed to H-GAC to be evaluated for state and federal funding **by October 31<sup>st</sup>**?

...there are **many alternative options** to address traffic conditions due to growth in the area?

...your elected representatives want to hear from you?

**Shenandoah's Commissioner, Charlie Riley (Precinct 2)**, has agreed to:

- **maintain**, through a resolution, a two-lane Grogan's Mill north of Research Forest.
- **add** right-hand turn lanes on Grogan's Mill (southbound) to westbound Research Forest.
- **prioritize** improvements beginning at I-45 and Research Forest.

➤ **HOW DOES THIS AFFECT YOU?** *Read the back of this page and the online petition*

➤ **NOW, WHAT CAN YOU DO ABOUT IT?**

- 1) **Join, Like and Share** the Facebook Group "Shenandoah And Grogans Forest Citizens" to help communicate amongst impacted citizens
- 2) **Sign** the petition in opposition of an over or underpass on Research Forest or Grogans Mill at: **<https://tinyurl.com/y9eenrx4>**

**WWW.CHANGE.ORG** search for the petition: **"No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX"**

- 3) **Email DECISION MAKERS:** It is crucial for them to hear from you.

Shenandoah City leadership states they have "no say" in this project because it is funded by outside entities/county. Part of the project is projected to occur in Shenandoah (see *Recommended Underpass Alternative*, slide10, BGE study).

Shenandoahans urged to contact County Commissioners, The Woodlands Township, the WRUD. (Shenandoah Town Hall, September 5, 2018)

<b>H-GAC (the funding source of project)</b>	<b>Publiccomments@H-Gac.com</b>
MOCO Precinct 3 Commissioner James Noack	evan.besong@mctx.org
<b>MOCO Precinct 2 Commissioner Charlie Riley</b>	<b>charlie.riley@mctx.org</b>
TW Township Chairman Gordy Bunch	GBunch@thewoodlandtownship-tx.gov
TW Township Director Carol Stromatt	cstromatt@thewoodlandtownship-tx.gov
TW Township Director John McMullan	JMcMullan@thewoodlandtownship-tx.gov
TW Township Director Dr. Ann Snyder	ASnyder@thewoodlandtownship-tx.gov
TW Township Director Brian Boniface	bboniface@thewoodlandtownship-tx.gov
TW Township Director John Anthony Brown	jabrown@thewoodlandtownship-tx.gov
TW Township Director Bruce Rieser	brieser@thewoodlandtownship-tx.gov

- 4) Spread the word to your neighbors on Facebook, Twitter and Nextdoor!

**WANT UPDATES? HAVE QUESTIONS? EMAIL US AT**

**[NOOVERUNDERPASS@YAHOO.COM](mailto:NOOVERUNDERPASS@YAHOO.COM)**

Recipient: James Noack, Richard Stolleis, Charlie Riley, Craig Doyal, Gordy Bunch, Bill Neill

Letter: Greetings,

The people say No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX.

# Comments

Name	Location	Date	Comment
Randall Smith	Conroe, TX	2018-10-01	There are better ways to address the traffic problem.
Gladys madden	Spring, TX	2018-10-03	It would create more noise. We already have that problem and I don't hear a viable solution.
Christopher Williams	Sanford, NC	2018-10-05	This overpass or underpass project is as pointless as the Super Highway 130/SH-130 that is also in Texas.
David Keffer	The Woodlands, TX	2018-10-05	This plan for either an underpass or overpass would be a terrible destruction of a nice intersection, representing a good image of "The Woodlands", and the entry to our neighborhoods. All for the sake of shortening a driver's time by mere seconds so they can hurry to the next traffic light .... \$ 24 million???
Jared Patten	Montgomery, TX	2018-10-05	Not needed
Colleen Redmond	Spring, TX	2018-10-06	Both costly proposals (the defeated overpass and the underpass) will not solve the traffic congestion in the area - and could probably make it worse. It will also promote severe flooding (it's very close to Panther Branch, which feeds into Lake Woodlands). Look at the recent flooding at other underpasses in the Houston area (e.g. Beltway 8). The impacted residents should VOTE on such proposals.
Laci P	Shepherd, TX	2018-10-06	If you look at the traffic issue, the back up is at research and 45....there is little congestion actually at the intersection of research and grogans mill. I sit thru traffic here at rush hour daily and I don't have huge timing issues with it outside of normal traffic patterns. My issue is getting to 45 down research that is a mess. Looking at easing up in that area is probably better suited.
James Smith	US	2018-10-06	I am concerned about the increased traffic as well as the noise and emissions caused by this traffic.
Ted Kobel	Spring, TX	2018-10-06	My concerns include:1. As a PE, licensed in the State of Texas, I have knowledge of civil and mechanical engineering hydraulics which causes me great concern regarding the potential flooding that could be caused by this project. Even with the best engineering intentions, hydraulics can be tricky in this territory. Even somewhat simple hydraulic designs, for example The Woodlands Waterway is a failure in hydraulic design. Every moderate to heavy rainfall results in overflow to the waterway in certain areas. The subject Project will involve a very complex hydraulic analysis and design that could also fail to provide the necessary design for prevention of flooding, moderate or severe.In my mind, this is a serious public safety issue that needs to be scrutinized by independent engineering sources. I go on record, as a tax paying resident of the City of Shenandoah, demanding that a qualified independent, 3rd party engineering company provide a detailed review and approval of any part of this project that may
David Blankenship	Spring, TX	2018-10-07	There is absolutely no need for this completely unnecessary project. Please spend money on road improvements where it is useful and

Name	Location	Date	Comment
			not where it will actually be a detriment to the future growth and values for the area.
Lawrence Fennell	Spring, TX	2018-10-07	Not needed!
Miriam Fennell	Spring, TX	2018-10-07	Massive construction would devastate the area for a lengthy time. It would cause traffic problems where there currently are none. There are several simpler, cheaper and less invasive ways to meet the same end.
Bruce Gresham	Shenandoah, TX	2018-10-08	Property values will tank and the project would be a waste of money, there are plenty of other areas in The Woodlands where traffic congestion needs to be addressed
Brian Dafferner	Conroe, TX	2018-10-08	Traffic congestion should be addressed via lane expansion at I-45 and Research Forest rather than overpass/underpass Grogans Mill and Research Forest.
Mel Reyes	US	2018-10-10	Hack
Thomas Epach	Shenandoah, TX	2018-10-12	I agree with Ted Kobel. Potential flooding is a real danger.
David cassidy	Spring, TX	2018-10-13	This will do nothing to relieve congestion. A huge waste of money. The intersections East on research are where the congestion is. Fix those.
Jane Frenchik	Spring, TX	2018-10-13	Don't lower our home values, destroy our environment by cutting trees and increasing noise pollution. Focus elsewhere where it is more needed. Total waste of money!!!
Louise Brennan	Spring, TX	2018-10-14	It's senseless to build an Underpass as well as the Overpass on Research Forest Drive. As a resident of Shenandoah I am against such a project.
Rachel McConnell	Shenandoah, TX	2018-10-15	We don't need an over or underpass at that intersection.
Jerry Booth	Shenandoah, TX	2018-10-15	This is a quality of life issue for our neighborhoods. Research Forest and Grogan's Mill are not the answer, both/either can only be a temporary solution. Route traffic to State Hwy 242 and FM 1488, make improvements there.
Chantel Jamieson	Spring, TX	2018-10-17	Chantel
Maureen Calderara	Spring, TX	2018-10-17	Maureen Calderara
Ana Cosio	Conroe, TX	2018-10-19	There are other options to be explored to assist in mobility and reduce accidents. Don't make our Woodlands roads everyone else's highways.
Richard Somerville	Montgomery, TX	2018-10-21	No Overpass or Underpass on Grogan's Mill or Research Forest in The Woodlands, TX Save Our Woodlands' Eagles! Protect our neighborhood quality and property values! We need to protect The Woodlands' Bald Eagles and stop the proposed underpass on Research Forest Dr. at Grogan's Mill Rd. Our Eagle's nest is in the forest very near the proposed project. Their population has been growing! Bald eagles are protected Under the Bald and Golden Eagle



Name	Location	Date	Comment
			Protection Act. Because federal funds are involved in this project, the Eagles will stop it.
Shannah Schultz	Spring, TX	2018-10-21	Making further urbanization is not the answer. Save the trees! We are not a cut through community
Penny Cole	The woodlands, TX	2018-10-21	This is THE WOODLANDS and therefore leave my trees alone and I have 3 years of proof it rains over 80 inches of rain each year and we don't need more concrete and I could argue all day how it is bad for the woodlands.
Susan Davies	The Woodlands, TX	2018-10-21	I
Clay King	US	2018-10-21	It is a terrible idea
Patti Toepper	US	2018-10-22	Please attend the special meeting at 7:00pm for Woodlands residents to talk with Woodlands Township Board of Directors. We need all the help we can get.
Elaine Unland	US	2018-10-23	This is a ridiculously expensive solution to a simple problem and will also bring more traffic into The Woodlands.
Collin Aldrich	Spring, TX	2018-10-24	Too expensive, too loud and too much destruction of trees and plants.
Valerie Bowman	The Woodlands, TX	2018-10-25	This needs to be moved down to Shenandoah Research and 45
Chris batzer	North Salt Lake, UT	2018-10-25	less is more in this instance...
Debra Harris	Shenandoah, TX	2018-10-27	This will do nothing to alleviate the traffic through our residential only neighborhood of Grogan's Forest. It has already become a thoroughway to avoid congestion from all 4 directions at the true backup of I-45 and Research Forest Drive. North-bound Grogan's Mill already collects water during a rain. If Research Forest Drive should not be widened from Shadowbend to I-45, use one of the commercial areas for this purpose, not our residential areas - that makes no sense at all!



Recipient: James Noack, Richard Stolleis, Charlie Riley, Craig Doyal, Gordy Bunch, Bill Neill

Letter: Greetings,

The people say No Overpass or Underpass on Grogans Mill or Research Forest in The Woodlands, TX.

# Signatures

Name	Location	Date
Janeu Houston	Shenandoah, TX	2018-09-30
Louise Brennan	Spring, TX	2018-09-30
Julia Hepburn	Spring, TX	2018-09-30
J Teague	Shenandoah, TX	2018-09-30
John E. Brennan	Spring, TX	2018-09-30
Janeu Houston	Spring, TX	2018-09-30
John Houston	Spring, TX	2018-09-30
Randall Smith	Conroe, TX	2018-10-01
Nancy Smith	Ashburn, VA	2018-10-01
Gary Henson	Houston, TX	2018-10-01
Christina Brwnnan	Shendandoah, TX	2018-10-01
Harrison Teague	Shenandoah, TX	2018-10-01
Andrew Teague	Spring, TX	2018-10-01
Sarah Teague	Spring, TX	2018-10-02
Darrell Frazier	SHENANDOAH, TX	2018-10-02
Elizabeth Karl	Spring, TX	2018-10-02
Yvonne Duell	Spring, TX	2018-10-02
Helene L	Spring, TX	2018-10-02
Pascal Hythier	Houston, TX	2018-10-02
Veronica Melfi	Shenandoah, TX	2018-10-02

Name	Location	Date
Zoltan Karl	The Woodlands, TX	2018-10-02
LUIS ESCOBAR	Spring, TX	2018-10-02
Joesph Halsey	Spring, TX	2018-10-02
Amy Halsey	Spring, TX	2018-10-02
Lexie Leshe	Shenandoah, TX	2018-10-02
Robert Jackson	Spring, TX	2018-10-02
Kendrick Spivey	US	2018-10-02
Sarah Warmath	Shenandoah, TX	2018-10-02
Alex Del Valle	The Woodlands, TX	2018-10-02
Enrique Del Valle	The Woolands, TX	2018-10-02
Sydney Mullins	US	2018-10-02
Hope Bell	Spring, TX	2018-10-02
Marion Marsh	US	2018-10-02
Tina Murrell	Spring, TX	2018-10-03
Lorna Zamora	US	2018-10-03
Ya Boi	US	2018-10-03
Garry watts	Spring, TX	2018-10-03
josh Thames	US	2018-10-03
Pat Phillips	US	2018-10-03
cathy rupp	US	2018-10-03
Gladys madden	Spring, TX	2018-10-03
Zela Griffiths	Spring, TX	2018-10-03

Name	Location	Date
Diany Morales	Spring, TX	2018-10-03
Rebecca Fletcher	US	2018-10-03
Benjamin Rey	US	2018-10-03
Dan Hadfield	US	2018-10-03
David Teague	Shenandoah, TX	2018-10-03
Reece Brennan	Shenandoah, TX	2018-10-04
Nancy Lawson	Spring, TX	2018-10-04
Federico Rubli	Spring, TX	2018-10-04
Courtney West	Spring, TX	2018-10-04
Anne Jung	US	2018-10-04
Cody Lusk	US	2018-10-04
Big BadWolf	US	2018-10-04
Curtis Edwards	US	2018-10-04
Larry Toepper	The Woodlands, TX	2018-10-04
Treyquon Pendelton	US	2018-10-04
RUTH ORNELAS	Spring, TX	2018-10-04
Kristina Garvin	Montgomery, TX	2018-10-04
John Houston	Spring, TX	2018-10-04
Bob Saget	US	2018-10-04
David Piotrowski	US	2018-10-04
Valerie Keffer	The Woodlands, TX	2018-10-04
Tracy Crede	US	2018-10-04

Name	Location	Date
Darleen Stevens	US	2018-10-04
Anthony Madden	Spring, TX	2018-10-05
Tyler Douglas	US	2018-10-05
shayden toof	US	2018-10-05
Lori von Heyking	Spring, TX	2018-10-05
Anita Gooder	US	2018-10-05
Cade Kelly	US	2018-10-05
bapoo bapoo	US	2018-10-05
Kim Colburn	US	2018-10-05
Jeffrey Anderson	US	2018-10-05
Travis Goins	US	2018-10-05
owen lund	US	2018-10-05
Alexis Sanchez	US	2018-10-05
anne funk	US	2018-10-05
Victoria Haynes	US	2018-10-05
Carmen Green	US	2018-10-05
Andrea Konzem	Fort Worth, TX	2018-10-05
Lisa Hughes	The Woodlands, TX	2018-10-05
Jay Ritter	US	2018-10-05
Eden Watts	US	2018-10-05
Rosalind Grogan	US	2018-10-05
Christopher Williams	Sanford, NC	2018-10-05

Name	Location	Date
Fluky Asberg	US	2018-10-05
David Keffer	The Woodlands, TX	2018-10-05
Greg Yu	Spring, TX	2018-10-05
Jared Patten	Montgomery, TX	2018-10-05
Dan Patten	Spring, TX	2018-10-05
Bobbie Patten	Houston, TX	2018-10-05
Diane Harmon	US	2018-10-06
Mary Warren-Poore	US	2018-10-06
Abigail jones	US	2018-10-06
Cade Davis	US	2018-10-06
alex Sandoval	US	2018-10-06
Ethan Bauer	US	2018-10-06
Donovan Smith	US	2018-10-06
Colleen Redmond	Spring, TX	2018-10-06
Laci Patten	Houston, TX	2018-10-06
Oliver Green	US	2018-10-06
Christina :)	US	2018-10-06
James Smith	US	2018-10-06
Zlata Iakubsfeld	Shenandoah, TX	2018-10-06
Alex Iakubsfeld	Shenandoah, TX	2018-10-06
John Foley	Spring, TX	2018-10-06
Linda Dever	The Woodlands, TX	2018-10-06

Name	Location	Date
Alex Jones	US	2018-10-06
Diane Ramey	Montgomery, TX	2018-10-06
Kyle pullin	US	2018-10-06
Leanne Brandt	Magnolia, TX	2018-10-06
mary brown	tomball, TX	2018-10-06
Karen StJohn	Shenandoah, TX	2018-10-06
Yana Yakubsfeld	Reseda, CA	2018-10-06
Tammy Truax	US	2018-10-06
Ted Kobel	Spring, TX	2018-10-06
Davis Teichgraeber	Shenandoah, TX	2018-10-06
Melanie Monahan	US	2018-10-06
rhonda myers	US	2018-10-07
denise zeman	US	2018-10-07
Marilyn Good	Spring, TX	2018-10-07
Glea Ramey	Montgomery, TX	2018-10-07
Jeff Gold	US	2018-10-07
Rachel Winburn	US	2018-10-07
David Blankenship	Spring, TX	2018-10-07
Frances Johnson	Shenandoah, TX	2018-10-07
Craig McCoy	US	2018-10-07
David Brown	Flooding is anticipated, Too costly,, TX	2018-10-07
Humina Moses	US	2018-10-07



Name	Location	Date
Andrejs Malikovs	Allentown, PA	2018-10-07
Teresa Trier	Conroe, TX	2018-10-07
Richard Johnson	Shenandoah, TX	2018-10-07
Robert Scott	US	2018-10-07
Debra Harris	Shenandoah, TX	2018-10-07
Lesley Westbrook	Liberty Hill, TX	2018-10-07
Ann Williams	Spring, TX	2018-10-07
Lawrence Fennell	Spring, TX	2018-10-07
Miriam Fennell	Spring, TX	2018-10-07
Lindsay Schulz	The Woodlands, TX	2018-10-07
Kristy Powell	US	2018-10-07
Patty Hardaway	Shenandoah, TX	2018-10-07
Sharon Krist	US	2018-10-08
Samuel Capers	US	2018-10-08
Krin Asselta	Corinth, TX	2018-10-08
Hitler Game	US	2018-10-08
Vicky Andrews	US	2018-10-08
Anne Jones	Shenandoah, TX	2018-10-08
Eddie Elizondo	Spring, TX	2018-10-08
Mary Ann Leach	Spring, TX	2018-10-08
Catherine Leicht	Shenandoah, TX	2018-10-08
Lleyton Sinclair	US	2018-10-08

Name	Location	Date
Rhonda Reiter	US	2018-10-08
Lucas Hibner	US	2018-10-08
Bruce Gresham	Shenandoah, TX	2018-10-08
Robert Ogletree	Shenandoah, TX	2018-10-08
Faris Hashem	US	2018-10-08
Brian Dafferner	Conroe, TX	2018-10-08
A F	US	2018-10-08
Ashley Taylor	US	2018-10-08
Tyjah Duncan	US	2018-10-08
Clayton Harmonson	US	2018-10-08
terry muson	US	2018-10-08
Ochako Uraraka	US	2018-10-08
Braeden Schwoch	US	2018-10-08
Jordan Underwood	US	2018-10-08
Kelly Pirnie	US	2018-10-09
Terry McCarthy	The Woodlands, TX	2018-10-09
Mahdi Eljirby	US	2018-10-09
Gerardo Silva	US	2018-10-09
Thomas Lancaster	The Woodlands, TX	2018-10-09
Adam Trawick	US	2018-10-09
Brian Au	Conroe, TX	2018-10-09
Arto Speedo	US	2018-10-09

Name	Location	Date
Jamie Martinez	US	2018-10-09
Hugo Nevarez	US	2018-10-09
Jon Randall	US	2018-10-09
Boston Messbarger	US	2018-10-09
Doris Turner	US	2018-10-09
Bailey Moore	US	2018-10-09
Kevin Vega	US	2018-10-09
Jeffrey Thomas	US	2018-10-09
Mitchell Bauman	US	2018-10-09
jimmy newtron	US	2018-10-09
Wade Huke	US	2018-10-09
Nancy Brennan	Spring, TX	2018-10-09
Fawuan Horne	US	2018-10-09
Ryan Syblis	US	2018-10-09
Zach Heimbuch	US	2018-10-09
Griffin Doherty	McKinney, TX	2018-10-09
William Atkins	US	2018-10-09
Julian Fimbres	US	2018-10-10
Zachary Schanke	US	2018-10-10
Thickboi 27	US	2018-10-10
Gina Sterling	US	2018-10-10
Jaylynn Sessions	US	2018-10-10

Name	Location	Date
Jo Ann McGuire	The Woodlands, TX	2018-10-10
Melissa Chow	US	2018-10-10
a a	US	2018-10-10
Johneisha Wilson	US	2018-10-10
Malik Oweida	US	2018-10-10
Tony Lau	US	2018-10-10
Jim Pollard	Shenandoah, TX	2018-10-10
JACK WILLIAMS	US	2018-10-10
Amanda Mularz	Shenandoah, TX	2018-10-10
Shaton Watts	US	2018-10-10
Patricia Renfro	US	2018-10-10
Toni Bowen	Spring, TX	2018-10-10
Rita Carter	Spring, TX	2018-10-10
Howard Morris	Shenandoah, TX	2018-10-10
Russell Hoch	US	2018-10-10
Kevin Vang	US	2018-10-10
william swecker	US	2018-10-10
Mel Reyes	US	2018-10-10
Amanda Zak	Spring, TX	2018-10-10
Dave Hardy	US	2018-10-10
Muhammed Lawson	US	2018-10-10
samantha chavoya	US	2018-10-10

Name	Location	Date
cribs z	US	2018-10-10
Jade Thompson	US	2018-10-10
Jordan Rodriguez	US	2018-10-10
Lilia Atkinson	US	2018-10-11
Maddie Daniel	US	2018-10-11
Marry Jane Consulta	US	2018-10-11
James Sheffield	Shenandoah, TX	2018-10-11
Monkey Man	US	2018-10-11
ellie `	US	2018-10-11
Justin Xu	US	2018-10-12
Tom Brandt	Spring, TX	2018-10-12
Erik Perez	US	2018-10-12
Tammy J.	US	2018-10-12
Leo Scalzo	US	2018-10-12
Dale Brunswick	Shenandoah, TX	2018-10-12
Thomas Epach	Shenandoah, TX	2018-10-12
Jude Eserman	Houston, TX	2018-10-12
Ryan Langan	US	2018-10-13
Mark Unland	Spring, TX	2018-10-13
David cassidy	Spring, TX	2018-10-13
Sherill Patton	Houston, TX	2018-10-13
Roberta Anramson	Montgomery, TX	2018-10-13

Name	Location	Date
Nancy Adamson	Spring, TX	2018-10-13
Hailey Cassidy	The Woodlands, TX	2018-10-13
Beatriz Manchado	Houston, TX	2018-10-13
Jane Frenchik	Spring, TX	2018-10-13
Katherine Fox	The Woodlands, TX	2018-10-13
Driss Idrissi	Revere, MA	2018-10-14
Terri Larson	Spring, TX	2018-10-14
Ricardo Zalcman	The woodlands, TX	2018-10-14
Anita Shreve	US	2018-10-14
Joel Symons	US	2018-10-14
Allen Kraus	Brooklyn, NY	2018-10-14
Stephen Zak	Humble, TX	2018-10-14
Kathleen Patry	The woodlands, TX	2018-10-14
Connor Retterath	US	2018-10-14
Andrea Morrow	Spring, TX	2018-10-14
Allen Schindewolf	Conroe, TX	2018-10-15
Rachel McConnell	Shenandoah, TX	2018-10-15
Shannon McConnell	Spring, TX	2018-10-15
Franci Roberts	Spring, TX	2018-10-15
Rick Roberts	Spring, TX	2018-10-15
Dennis Mcconnell	Spring, TX	2018-10-15
Joshua McConnell	Shenandoah, TX	2018-10-15

Name	Location	Date
Mike Van Wolbeck	US	2018-10-15
Nina Trevino	Carrollton, TX	2018-10-15
Rebecca Chapman	SHENANDOAH, TX	2018-10-15
Evaristo Grant	US	2018-10-15
Jerry Booth	Shenandoah, TX	2018-10-15
shawn haught	US	2018-10-15
Martha Keith	Spring, TX	2018-10-15
Sibyl Berg	Spring, TX	2018-10-15
Martin Gelbach	Grove Park, England, UK	2018-10-15
Anne Spencer	Spring, TX	2018-10-15
Sarah Lawson	US	2018-10-15
Freddy Morales	Conroe, TX	2018-10-15
Kota Orourke	US	2018-10-15
Hannah Rockefeller	US	2018-10-15
Dennis Henderson	Spring, TX	2018-10-16
Jay Mills	Montgomery, TX	2018-10-16
Águeda Castañeda	US	2018-10-16
Gene Wells	Spring, TX	2018-10-16
DeAnn Morales	Shenandoah, TX	2018-10-16
Christine Torti	Round Rock, TX	2018-10-16
Cheryl Colson	Spring, TX	2018-10-16
Terri Smith	Spring, TX	2018-10-16



Name	Location	Date
Leon Castro	Spring, TX	2018-10-16
Cody Chauvin	Port-of-spain, Trinidad & Tobago	2018-10-16
Larisa Olson	Spring, TX	2018-10-16
Justine Fourie	Spring, TX	2018-10-16
Stacey Cude	Spring, TX	2018-10-16
Steven Holly	Shenandoah, TX	2018-10-16
Brittany Ashabranner	Houston, TX	2018-10-16
Jonathan Iglesias	US	2018-10-16
Zane Blevins	Spring, TX	2018-10-16
Cheryle Mooneyham	Shenandoah, TX	2018-10-16
Ella Stratham	US	2018-10-16
Martine Estel Tcheuga	US	2018-10-16
Gwendolyn Quinn	Shenandoah, TX	2018-10-16
owen payne	US	2018-10-16
Carole Hagen	US	2018-10-17
Molly Gillrup	US	2018-10-17
Trent Treviño	US	2018-10-17
Susan Hoffman	Spring, TX	2018-10-17
Melissa Cude	Spring, TX	2018-10-17
JoAnn McIntosh	US	2018-10-17
Mikaila Leshe	Shenandoah, TX	2018-10-17
Julia McGuire	Conroe, TX	2018-10-17

Name	Location	Date
Chantel Jamieson	Spring, TX	2018-10-17
Kayelin Wright	Spring, TX	2018-10-17
Gabrielle Leshe	Shenandoah, TX	2018-10-17
Steven Wright Jr	US	2018-10-17
Maureen Calderara	Spring, TX	2018-10-17
Jessica Houston	Spring, TX	2018-10-17
Paul Gillespie	Spring, TX	2018-10-17
Mike Faltin	Spring, TX	2018-10-17
Carol Houston	Houston, TX	2018-10-17
Amanda Gazzaway	Conroe, TX	2018-10-17
Esther Resendez	Spring, TX	2018-10-17
Daniel Resendez	Spring, TX	2018-10-17
Stephen Chauvin	The Woodlands, TX	2018-10-17
NEVil Thomas	US	2018-10-17
Summer Hewitt	Spring, TX	2018-10-17
Keri Gonzales	The woodlands, TX	2018-10-17
Amanda Diaz	Houston, TX	2018-10-17
Alex Gonzales	Houston, TX	2018-10-17
Brett Chamberlain	Spring, TX	2018-10-17
Jacob Correa	US	2018-10-17
Heith Higgins	Spring, TX	2018-10-17
Lydia Ramos	Spring, TX	2018-10-17

Name	Location	Date
Don Collier	Spring, TX	2018-10-17
William Douglass	Delray Beach, FL	2018-10-17
Valerie Leonard	US	2018-10-17
Linda Gilley	Shenandoah, TX	2018-10-17
Seungyeon Chang	US	2018-10-17
halls halls	US	2018-10-17
Danny Wellner	US	2018-10-17
emma varley	US	2018-10-17
zoe link	US	2018-10-17
Hannah S	US	2018-10-17
Neil Faught	US	2018-10-18
Graham Skea	Spring, TX	2018-10-18
Laura L	US	2018-10-18
William Pollock	US	2018-10-18
Bob Bobby	US	2018-10-18
Kim Lacek	Saint Paul, MN	2018-10-18
Esther Baldwin	US	2018-10-18
Dinisha Flanders	US	2018-10-18
Yitzha Pazos	US	2018-10-18
Joel Woodward	Ciudad De México, Mexico	2018-10-18
Himabindu Mylavarapu	US	2018-10-18
Margaret Maciel	US	2018-10-18

Name	Location	Date
Lareina Saiz	US	2018-10-18
Holly Fuehrer	US	2018-10-18
Angela DeVaul	US	2018-10-18
Zarina Smith	US	2018-10-19
Glenda Haggard	Shenandoah, TX	2018-10-19
Ana Cosio	Conroe, TX	2018-10-19
Theresa Colvin	Spring, TX	2018-10-19
ajay arora	US	2018-10-19
toni hershberger	US	2018-10-19
Kirstin Mancini	US	2018-10-19
Gregg Konzem	Shenandoah, TX	2018-10-19
Charlotte Dillon	US	2018-10-19
Billy Mays	US	2018-10-19
Karen Ames	The Woodlands, TX	2018-10-19
Richard Somerville	Montgomery, TX	2018-10-19
Jennifer Jurkus	Spring, TX	2018-10-20
Lyn Langenberg	Spring, TX	2018-10-20
Bruce Hernandez	Spring, TX	2018-10-20
Larry Nail	The Woodlands, TX	2018-10-20
Lauren Beadle	Spring, TX	2018-10-20
Pam Schlembach	Montgomery, TX	2018-10-20
Noah Sims	US	2018-10-20

Name	Location	Date
zhengyu li	Spring, TX	2018-10-20
Patrick Purcell	Spring, TX	2018-10-20
Kathryn Purcell	Conroe, TX	2018-10-20
Jerry Bullock	Spring, TX	2018-10-20
Sam Smith	Spring, TX	2018-10-20
Kristina Pruett	Spring, TX	2018-10-20
jim holden	US	2018-10-20
carolyn leason	US	2018-10-21
Michelle Hebert	Spring, TX	2018-10-21
Nicholas Garberina	US	2018-10-21
Pan Bricco	The woodlands, TX	2018-10-21
Ariel Homrighaus	Spring, TX	2018-10-21
Michelle Thiele	Conroe, TX	2018-10-21
Lee Ann Parks	Magnolia, TX	2018-10-21
Izzie Whine	US	2018-10-21
David McAnelly	Spring, TX	2018-10-21
Thailyn Jordan	US	2018-10-21
Lick Mydick	US	2018-10-21
Ana Brumfield	Conroe, TX	2018-10-21
Adriana Casas	Spring, TX	2018-10-21
Robert Chang	Spring, TX	2018-10-21
Dunneah Ogletree	Conroe, TX	2018-10-21

Name	Location	Date
Michael Lynch	Conroe, TX	2018-10-21
Nicholas Blair	Spring, TX	2018-10-21
Dave Dunaway	The woodlands, TX	2018-10-21
Lindsay Kilgore	Houston, TX	2018-10-21
Roma Watson	Spring, TX	2018-10-21
Shannah Schultz	Spring, TX	2018-10-21
Penny Cole	The woodlands, TX	2018-10-21
Andrew Malick	Montgomery, TX	2018-10-21
Michael McEvoy	The Woodlands, TX	2018-10-21
Jarred Eddington	Shenandoah, TX	2018-10-21
Kim Bini	The Woodlands, TX	2018-10-21
Susan Mayer	Spring, TX	2018-10-21
Terri Prestidge	Spring, TX	2018-10-21
Susan Tarrant	The Woodlands, TX	2018-10-21
Cheryl Dentler	Montgomery, TX	2018-10-21
Reine- Elodie Koffi	Conroe, TX	2018-10-21
Hector Silva	US	2018-10-21
Susan Davies	The Woodlands, TX	2018-10-21
Jeff Walston	The woodlands, TX	2018-10-21
rebecca olson	US	2018-10-21
Robert Rice	Spring, TX	2018-10-21
Michele Wright	Shenandoah, TX	2018-10-21

Name	Location	Date
Clay King	US	2018-10-21
Osmar Bastidas	Spring, TX	2018-10-21
Don Greer	Spring, TX	2018-10-21
Nancy Steinmeier	Spring, TX	2018-10-21
Carolyn Gifford	Spring, TX	2018-10-21
Darby Middlebrooks	The woodlands, TX	2018-10-21
Chris Dykes	US	2018-10-21
Chris Wright	Louisville, CO	2018-10-21
Marcela Jaramillo	Spring, TX	2018-10-22
Diego Lucar	US	2018-10-22
Robert Ortiz	San Francisco, CA	2018-10-22
Lillian Smith	Crown Point, IN	2018-10-22
Georgann Hinton Hinton	Spring, TX	2018-10-22
Juan Gonzales	US	2018-10-22
JANET HEINLE	US	2018-10-22
MARIE BEARDSLEE	The Woodlands, TX	2018-10-22
David Myrie	US	2018-10-22
tucciarone tucciarone	US	2018-10-22
Patti Toepper	US	2018-10-22
Cathy Spurr	The Woodlands, TX	2018-10-22
john hunter	US	2018-10-22
Gamer God	US	2018-10-22



Name	Location	Date
Genesis Ramos	US	2018-10-22
junior chambers	US	2018-10-22
Susan Donnelly	Shenandoah, TX	2018-10-22
Alex Warmath	Shenandoah, TX	2018-10-22
Brian martinez	US	2018-10-22
Grant Weidler	The Woodlands, TX	2018-10-22
Rhonda McAnelly	The woodlands, TX	2018-10-22
Tommy Grambe	US	2018-10-22
Braden Fahrenthold	US	2018-10-22
Bonnie Flynn	Spring, TX	2018-10-22
Austin Dalbey	US	2018-10-22
bella reed	US	2018-10-22
John Conti	Little Neck, NY	2018-10-22
Teasia Cooks	US	2018-10-22
Jason Mawae	Houston, TX	2018-10-22
Joshua Olvera	US	2018-10-22
josie scannell	US	2018-10-22
Michel Fiechter	US	2018-10-23
Alex Blumentritt	US	2018-10-23
Hannah Smith	US	2018-10-23
Christlyn-June Bailey	US	2018-10-23
Diana Edwards	US	2018-10-23

Name	Location	Date
Anne Gilmore	Spring, TX	2018-10-23
Qing Chen	US	2018-10-23
Kaya Shellhammer	US	2018-10-23
Abraham Rodriguez	US	2018-10-23
Aly Vo	US	2018-10-23
Annie Abuyeres	US	2018-10-23
Harrison Sanchez	US	2018-10-23
Edward Sypniewski	US	2018-10-23
Emma Dinwiddie	US	2018-10-23
Belle Khalek	US	2018-10-23
Isaiah Dietz	US	2018-10-23
moses Zapata	US	2018-10-23
Ezra Kimmell	US	2018-10-23
Jacob Hively	US	2018-10-23
Deisy Herrera	US	2018-10-23
Jaquan Howard	US	2018-10-23
Sofia Thatcher	US	2018-10-23
Gabriel Byrne	US	2018-10-23
Jane Hutchens	Spring, TX	2018-10-23
Isaac Held	US	2018-10-23
Eddie Otto	US	2018-10-23
Kenneth Wright	Houston, TX	2018-10-23

Name	Location	Date
Kelley Loftis	The Woodlands, TX	2018-10-23
death death	US	2018-10-23
Jose Castillo	US	2018-10-23
Soo Sedberry	US	2018-10-23
Lawanda Hilfiger	US	2018-10-23
Joe Williams	US	2018-10-23
Laura Lira Castillo	US	2018-10-23
Makhi Falkquay	US	2018-10-23
Gabrielle Ann	US	2018-10-23
Yoannet Gonzalz	US	2018-10-23
Nick Stoner	US	2018-10-23
Adina Khan	US	2018-10-23
Maria Heranandez	The Woodlands, TX	2018-10-23
David Haynes	Spring, TX	2018-10-23
Elaine Unland	US	2018-10-23
Max Kline	US	2018-10-23
Adriana Hernandez	US	2018-10-23
Siena Cone	US	2018-10-23
Cassie Schubauer	US	2018-10-23
Juan Castanon	US	2018-10-23
Oscar Thompson	US	2018-10-24
blankey blouse	US	2018-10-24

Name	Location	Date
Donald Bates	Spring, TX	2018-10-24
Christopher Romero	US	2018-10-24
Amber Choate	US	2018-10-24
Alexis Guerrero	US	2018-10-24
See Men	US	2018-10-24
Robin Starcher	Spring, TX	2018-10-24
nc e	US	2018-10-24
Blue 1st Jr	US	2018-10-24
Karen Kelty	US	2018-10-24
elizabeth pavelick	US	2018-10-24
Jessica Wimett	US	2018-10-24
Terrance Clark	US	2018-10-24
Jill Tinnell	Spring, TX	2018-10-24
Zain Haseeb	US	2018-10-24
Vicki Massenti	Spring, TX	2018-10-24
Maitane Zuloaga	Spring, TX	2018-10-24
Stephanie Harris	Spring, TX	2018-10-24
Derrick Pearson	Montgomery, TX	2018-10-24
Susana Trimble	Spring, TX	2018-10-24
Hayley Sexton	US	2018-10-24
Jacob Moe	US	2018-10-24
Joan Dunstone	Spring, TX	2018-10-24

Name	Location	Date
Collin Aldrich	Spring, TX	2018-10-24
Abigail Harris	Spring, TX	2018-10-24
Mariam Ghaly	US	2018-10-24
heidi Fernandez	Conroe, US	2018-10-25
Ethan Fannon	US	2018-10-25
Hellen Batzer	Houston, TX	2018-10-25
Valerie Bowman	The Woodlands, TX	2018-10-25
Chris batzer	North Salt Lake, UT	2018-10-25
Angela Grainger	US	2018-10-25
Megan Long	Spring, TX	2018-10-25
Lisa Brinks	Sugar Land, US	2018-10-26
ابو يزن محمد	US	2018-10-27
Maria Ellzey	Spring, TX	2018-10-27
Janet Kikcrease	Spring, TX	2018-10-27
Denise Killeen	Spring, TX	2018-10-28
Bill Thompson	Shenandoah, TX	2018-10-28
Lauren Roy	US	2018-10-29

**SENT VIA CERTIFIED MAIL**

July 17, 2014

Carlene Mullins  
Houston-Galveston Area Council  
3555 Timmons Lane, Suite 120  
Houston, TX 77227-2777

**RE: OBJECTION TO PROPOSED OVERPASS AT GROGAN'S MILL AND RESEARCH  
FOREST FROM MARKET AT SIX PINES RETAIL AND MEDICAL CENTER (SIX  
PINES DEVELOPMENT, LLC)**

Dear Ms. Mullins:

As sponsors and owners of the Market at Six Pines Retail and Medical Center ("Center") development located just southwest of the intersection of Research Forest Drive and Six Pines Drive in The Woodlands we would like to bring to your attention many significant concerns and objections we have to the proposed overpass to be built at the intersection of Grogan's Mill Road and Research Forest Drive. Our Center contains approximately 72,636 rentable square feet of retail and medical space which is currently occupied, leasing, or under development, including prominent medical practices, restaurants, banks, title companies and other businesses serving the local community and surrounding areas, all of which would be negatively impacted by the overpass. Our most pressing concerns relate to the elimination of the median break on Research Forest drive, which would materially impact access to our Center. Other concerns include general aesthetics (including as related to its impact on property value), and increased noise.

Pisula Development Company ("PDC") and its affiliates in partnership with residents and businesses of The Woodlands Township have developed or acquired over 15 commercial projects in the area over the past nine years with more planned for the future. We have partnered with St. Luke's The Woodlands Hospital to develop and/or lease and manage the majority of their on-campus medical office buildings. The Memorial Hermann Healthcare System is one of our largest healthcare tenants. Our tenants in the Center include Northwest Diagnostic Clinic, a busy physician practice serving thousands of residents, Integrity Bank, Mercantil Commerce Bank, Fielding's Wood Grill, an upscale burger restaurant as envisioned by one of the founders of the Hubbell & Hudson family, among others. The overpass would be detrimental to all of these businesses in the Center and the thousands of residents that use them; we feel that alternatives to the overpass in addressing the traffic and congestion issues which would better alleviate The Woodlands

---

Township's concerns and allow our Center and neighboring businesses to continue unencumbered must be explored in order to reach a mutually responsible and beneficial solution.

In addition to our concerns and those voiced by our neighbors, the City of Shenandoah has also taken significant objection to this overpass, stating that it will not relieve the traffic concerns as contemplated; their City Council voted against and rejected its construction in a public meeting last year. The mobility report that was circulated in 2013 indicated that an overpass would not fix the traffic issues and recommended that optimizing other nearby intersections would improve traffic flow far better than the overpass. If the overall objective is improved mobility in this area, we feel that the recommendations mentioned above from the mobility report would be a more cost effective solution and produce material results.

Our primary concern and reason for objection to this overpass as it impacts our Center is the elimination of the median break along Research Forest Drive and its effect on property access. This median break to the shared access driveway on Research Forest Drive is the primary and only direct access conduit for westbound traffic shared by our Center, an undeveloped parcel and the Hyatt Place hotel. As significant traffic flow to all three of these developments comes from I-45 driving westbound on Research Forest Drive, the elimination of the median break will result in two or three additional turns and/or potential U-turns, creating inconvenience and confusion for drivers attempting to find access to our Center and its neighbors.

Additional concerns and reasons for objection to the overpass include its impact on aesthetics, property value, and noise. As we are all aware, one of the most significant characteristics of The Woodlands which sets it apart from all surrounding areas in both value and appeal is the fascination that arises out of its wooded areas, forest preserves, landscaping, and vegetation. This ambiance is one of the primary reasons why our master-planned community has received attention and acclaim on a national scale as one of the premier upscale suburban areas in the country. If the overpass is built, the forest preserve located at the intersection of Research Forest and Grogan's Mill will be eliminated, removing the one major feature that signifies the identity of The Woodlands from this area and consequently eliminating the benefit our Center and neighboring residents and businesses receive from it. We feel that this will not only negatively impact property value in the immediate area but also lessen customer traffic to our Center. Without the accompanying foliage in the area, we feel that our Center and its neighbors would be seen in a different light and not in the spirit of The Woodlands, an identity which is readily enjoyed by Market Street, The Woodlands Waterway, and Hughes Landing, among others.

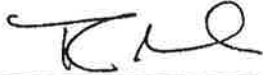
Also important to note is the increased noise that will be generated from the ongoing construction of the overpass and its use once complete. The construction of the overpass is a time-intensive undertaking; our Center and its neighbors will suffer significant disruption and loss of customers and revenue from the increased noise for a prolonged time period. It is monumentally important for our Center and its neighbors to keep traffic noise to a minimum for customers and guests. With the



reduced tree-cover and foliage in the area and the elevated overpass, noise will deter customers and guests creating a significant loss of business and revenue.

In conclusion, we have expressed multiple concerns and reasons for our objection to the proposed overpass at the intersection of Grogans Mill Road and Research Forest Drive. We and our Center are not alone in these concerns; our neighbors including the Hyatt Place hotel, the City of Shenandoah, and numerous residents have voiced their objections as well. It is our contention that the best solution to improve traffic flow and relieve the congestion issues is to properly time and coordinate the lights on Research Forest to operate in an efficient manner based on time of day and congestion level. Not only is this solution far more cost efficient and far less time intensive; we feel from the evidence presented it is the most material solution to the issue at hand. We would invite you to discuss these issues with us openly so that we can come to a mutually beneficial resolution. As longtime residents of The Woodlands, we welcome any opportunity to improve the community and alleviate ongoing problems and concerns; but we feel it is equally important to be responsible and accountable to all those who are impacted by the proposed changes.

Sincerely,



Thomas Pisula, Manager

Six Pines Development, LLC

CC:

Don Norrell, President/General Manager  
Bruce Tough, Chairman – Board of Directors  
Chris LaRue, Transit Planner  
Jeff Long, Mike Bass, Bruce Tough – Transportation Committee  
The Woodlands Township  
2801 Technology Forest Blvd.  
The Woodlands, TX 77381

Robert Heinmin, Vice President of Planning  
Woodlands Road Utility District #1  
The Woodlands Development Corporation  
24 Waterway Ave., Suite 1100  
The Woodlands, TX 77380

Paul Layne -Executive Vice President, Master Planned Communities  
Alex Sutton – Co-President  
Mike Boudousquie, Director of Asset Management  
Philip Fruge, Manager Commercial Land Transactions  
The Woodlands Development Company  
24 Waterway Avenue, Ste. 1100  
The Woodlands, TX 77380

Steve Toth  
Texas State Representative, Texas State House District 15  
8105 Kuykendahl Rd., Suite 200  
Woodlands, TX 77382

Debbie Riddle  
Texas State Representative, Texas State House District 15  
17207 Kuykendahl  
Spring, TX 77379

Gary B. Watts  
Mayor, City of Shenandoah  
29955 I-45 North  
Shenandoah, Texas 77381

Alan Clark  
Director of Transportation Planning/MPO Director

Houston-Galveston Area Council  
P.O. Box 22777  
Houston, Texas 77227-2777

James Noack  
County Commissioner  
Montgomery County Precinct 3  
1130 Pruitt Road  
Spring, TX 77380

Brandon Creighton  
326 ½ North Main Street  
Suite 110  
Conroe, TX 77301

## Questions and Concerns regarding the overpass or underpass at Research Forest and Grogan's Mill.

6 October 2018

Ted Kobel

My concerns include:

1. As a PE, licensed in the State of Texas, I have knowledge of civil and mechanical engineering hydraulics which causes me great concern regarding the potential flooding that could be caused by this project. Even with the best engineering intentions, hydraulics can be tricky in this territory. Even somewhat simple hydraulic designs, for example The Woodlands Waterway is a failure in hydraulic design. Every moderate to heavy rainfall results in overflow to the waterway in certain areas.

The subject Project will involve a very complex hydraulic analysis and design that could also fail to provide the necessary design for prevention of flooding, moderate or severe.

In my mind, this is a serious public safety issue that needs to be scrutinized by independent engineering sources.

**I go on record, as a tax paying resident of the City of Shenandoah, demanding that a qualified independent, 3<sup>rd</sup> party engineering company provide a detailed review and approval of any part of this project that may affect hydraulic design and potential flooding prior to releasing the design for construction.**

2. Noise and automotive engine exhaust will increase. The residential housing along Grogan's Mill Road will be seriously affected by this Project in terms of an increase in traffic and construction noise and engine exhaust. All the residents of this community located along this road purchased their homes with a quiet, healthy and safe neighborhood in mind.

It seems to me that this project has been put on a "low profile" scheme by the founders and managers of the project in order to mitigate negative feedback from the residents. It is only recently that enough of the residents have become aware of the project in enough detail that they have gathered to address the associated concerns.

**My question is, who is the founder or stakeholder that has bottom line responsibility for keeping the residents informed about this Project and what is the Project charter with regard to keeping the residents updated on the status of this Project? I would like an answer to these questions ASAP so I'm able to contact them for further discussion.**

3. I have other concerns that I will address after I have had an opportunity to thoroughly understand those of my first two items.

Sincerely,

Ted Kobel, P.E.

11 S. Emory Bend Road

Shenandoah, TX 77381



6/25/2014 4:32:00 PM

Carlene Mullins  
Houston-Galveston Area Council  
3555 Timmons Lane, Suite 120  
Houston, TX 77227-2777

CC: Don Norrell, President  
Bruce Tough, Chairman – Board of Directors  
Chris LaRue, Transit Planner  
Jeff Long, Mike Bass, Bruce Tough – Transportation Committee  
The Woodlands Township  
2801 Technology Forest Blvd.  
The Woodlands, TX 77381

Robert Heinamin, Vice President of Planning  
Woodlands Road Utility District #1  
The Woodlands Development Corporation  
24 Waterway Ave., Suite 1100  
The Woodlands, TX 77380

Paul Layne -Executive Vice President, Master Planned Communities  
Alex Sutton -Co-President  
Mike Boudousquie, Director of Asset Management  
Philip Fruge, Manager Commercial Land Transactions  
The Woodlands Development Company  
24 Waterway Avenue, Ste. 1100  
The Woodlands, TX 77380

Steve Toth  
Texas State Representative, Texas State House District 15  
8105 Kuykendahl Rd., Suite 200  
Woodlands TX 77382

Aly Valiani - Vice President  
222 Pennbriht Drive, Suite 108 Houston, TX 77090  
832-446-6303 (office) 281-660-9005 (cell)  
avaliani@nhhospitality.com



Debbie Riddle

Texas State Representative, Texas State House District 15  
17207 Kuykendahl  
Spring TX 77379

Garry B. Watts

Mayor, City of Shenandoah  
29955 I-45 North  
Shenandoah, Texas 77381

Ted A. Cox

Attorney  
TED@tedacox.com

Attachments:

1. Research Forest Overpass Comments PDF – Renderings
2. Hyatt Monument Sign Relocation – CSC Letter

**RE: Objection to Proposed Overpass at Research Forest Drive  
from Hyatt Place Hotel (Research Hotel Partners, LP)**

Dear Miss Mullins:

It was a pleasure meeting you last month to share and discuss our multiple concerns and objections to the proposed overpass at the intersection of Research Forest Drive and Grogan Mills Road in The Woodlands. The proposed overpass is located directly in front of our brand new six stories, twenty-six million dollar Hyatt Place hotel and conference center, a premier destination in The Woodlands. Our main concerns regarding Property Access, Access Easement & Median Break, Signage, Aesthetics and Noise are detailed below.

We are residents of The Woodlands Township since 2004 when we opened Hilton Garden Inn on Six Pines Drive and have watched The Woodlands

Aly Valiani - Vice President  
222 Pennbriant Drive, Suite 108 Houston, TX 77090  
832-446-6303 (office) 281-660-9005 (cell)  
avaliani@nhhospitality.com



develop into a very special community throughout the years opening. The growth of the community has always been measured and the expansion executed carefully for the maximum benefit of The Woodlands residents, but unfortunately the proposed overpass, if built, will be extremely detrimental for our hotel, all the other business located nearby the intersection, and for the residents living and commuting throughout the area. The overpass will not improve mobility nor alleviate any of the transportation concerns on Research Forest and we request other options be implemented. Our recommendations are listed later in this letter.

We were first made aware of the proposed overpass last year by a resident living in the area voicing their concerns to the commercial community. Like most residents in The Woodlands and Shenandoah the news of the proposed overpass was a complete and total surprise to us and felt it was purposely being downplayed to avoid public scrutiny and objection. The City of Shenandoah was also surprised by this news and agreed the overpass is unnecessary and will not alleviate traffic concerns on Research Forest. The mobility report provided then did not claim that this overpass would add any benefit and also recommended other intersections which should be worked on to improve mobility and having a greater impact than Research overpass. The Shenandoah City Council voted against the overpass in last year's meeting and rejected the idea. We previously attended and voiced our objections at meetings of The Woodlands Township as well but did not witness any vote taken.

The purpose of this letter is to communicate our concerns and objections to all involved parties so that they may be part of the record for this conversation going forward. Our property ownership rights must be protected but we support achieving better mobility in The Woodlands Township. Our summarized objections and recommendations are listed below:

- **Property Access** – our hotel is currently accessible by two entrances, one on Grogan's Mill the other from Research Forest. The Research Forest entrance is a shared driveway for the hotel, a future parcel to





be developed and an existing retail development. West bound traffic on Research takes a left at the existing median break to access a shared driveway leading to the property. The proposed overpass will eliminate this median break and cut off our main point of entry. The majority of traffic accessing our hotel is West bound on Research Forest Drive and the elimination of this median will severely impact the ease of access to the site causing travelers to drive past Grogan's Mill making 2 or 3 more turns costing precious minutes in drive time. This creates a negative impression of the hotel directly affecting our sales and marketability for our corporate and leisure travelers

- **Access Easement and Median Break** – our land purchase was negotiated with The Woodlands in 2010 and the negotiation included granting an Access Easement to serve the unsold adjacent parcel of land east of the hotel. A critical part of this negotiation is construction of a Median Break on Research Forest Drive by The Woodlands to align with a shared driveway in the Access Easement to serve both properties. This was an essential part of our consideration to purchase the property. The land contract does not grant permission to any authority for the elimination of this median under any circumstance. Elimination of this median directly affects the accessibility to our property and we feel is a violation of the contract. Significant value exists for the property in the access easement and median break, our main point of entry
- **Signage** – In our Land and Purchase agreement with The Woodlands from 2010, we were given permission to install Directional Signage at the entrance of the Access Easement for our hotel. However when we submitted for design approval of this sign CSC informed us we would only be given permission to install this sign if we agreed to elimination of the Median Break along Research for the future overpass. First of all these are two completely separate issues and the median break has absolutely nothing to do with the signage. Obviously there is concern about breaking Land Purchase agreement with us regarding the Median Break. CSC has no right to demand



these terms because our Land Purchase Agreement already grants us the right to install this sign. We feel like they are trying to strong arm us into agreeing to the overpass while simultaneously not abiding by their own contract terms. The CSC letter is attached along with the relevant Section 4.23 from our Land Purchase Agreement. Two additional signs were requested that were not part of the original land purchase and these will be approved by CSC if we agree to elimination of the median break and we will not agree to those terms

- **Aesthetics** – Refer to the attached renderings of the proposed overpass we commissioned last year to study the impact to our hotel. The Woodlands mystique and appeal comes from the wooded areas and forest preserves but the construction of this overpass eliminates the forest preserve at the intersection and reduces the overall ambiance of the surrounding areas. Half our rooms are on the north side of building and enjoy beautiful views of the trees but with the overpass will directly face an elevated concrete roadway instead of lush forestry. These rooms become significantly less desirable and peaceful and will reduce the long term value and marketability of the property
- **Noise** – One of the top guest complaints in the hotel industry is Noise and currently the hotel has minimal complaints of noise. The Woodlands and this specific location were selected due to low noise levels and tranquility for our guests. The proposed construction and use of the overpass will exponentially increase the noise level in and around the hotel increasing guest complaints which will detrimentally affect sales and marketability by negative reviews on social media sites. Noise is the #1 Guest Complaint in the industry and negative reviews or comments about Noise will severely hurt our business. We chose this location due to the quietness and peacefulness but the overpass will eliminate all of those benefits
- **Alternative Options**



- a. Coordinate Lights on Research Forest: If the lights on Research and all the intersections are coordinated you can achieve significantly less wait times and wasted time at lights. This is relatively inexpensive compared to road construction, takes much less time and is less intrusive but equally as effective for improving mobility
- b. Research (east bound) to I-45 overpass: Most of the back up on Research comes from traffic east bound on Research getting on I-45 South. An overpass constructed here would do significantly more to alleviate traffic concerns than an overpass at Grogan's Mill. If you survey any driver who uses these routes you will hear the same thing
- c. Underpass with U Turn: The same or better mobility can be achieved with a more discreet underpass with u-turns similar to FM 1960 at Kuykendahl or FM 1960 at 249

In conclusion, we have expressed our multiple concerns about the proposed Research Overpass and welcome the opportunity to sit down with any of the decision makers copied on this letter to discuss these concerns and recommendations further. We support improved mobility in The Woodlands but it must be responsible and prudent for all residents and businesses in the community. We will do whatever is needed to protect our property and owner rights to preserve the value of the development and look forward to an amicable resolution of the mobility concerns without building the proposed overpass.

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

NAME	ADDRESS	PHONE NUMBER	SIGNATURE
David Rafferty	3019 Shady Ln	832 528 2870	[Signature]
Shira Rafferty	3019 Shady Ln	713-446-5557	[Signature]
Shokoh Zacher	3019 Shady Ln	981-277-448	[Signature]
Valerie Mealey	2927 Shady Ln	713 454 3021	[Signature]
CHRIS MEALEY	2927 SHADY LN	713-458-0146	[Signature]
Michael Mealey	1120 Hickory Ter.	713-435-9810	[Signature]
Catharine Mealey	1120 Hickory Ter.	932-879-1036	[Signature]
Danika Anent	2919 Shady Lane	281 744 4024	[Signature]
COLIN ANENT	2919 Shady Lane	281-639-5909	[Signature]
Clay Hodgeson	2911 SHADY LANE	713-515-2197	[Signature]
Victoria Hodgeson	2911 SHADY LANE	932-722-6707	[Signature]
Tanya Orsak	2803 Shady Lane	281-468-3222	[Signature]
LARRY HAYS	2710 W. NASA BLVD	281-332-2765	[Signature]
Jeff Hays	2710 W. NASA BLVD	281-332-2745	[Signature]
Anna	2718 W. NASA	281 338 1942	[Signature]
William	2716 W. NASA	281-338 1947	[Signature]
William	2830 W. NASA Rd	832-648-0710	[Signature]
Chris Lovchuk	2834 W. NASA Rd	832-689-0154	[Signature]
Christina Sullivan	3016 W. NASA RD	832-680-5671	[Signature]
John G. Sullivan	3110 W. NASA Blvd	281-333-4829	[Signature]
Mary L. Sullivan	3110 W. NASA Blvd	281-333-4829	[Signature]
Annika Hale	3015 W. NASA Blvd	832-514-9734	[Signature]
BECKY HALE	3015 SHADY LN	713-514-3711	[Signature]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]





# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]



# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]



# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]



# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

NAME	ADDRESS	PHONE NUMBER	SIGNATURE
SCHULZE, LAURENCE	3003 Massengale Lane, Webster, TX 77598- League City - Harris County	713-2522803	[Signature]
JAMES WHITLEY	3007 Massengale Lane Webster TX	(281) 338-2332 281-338-2332	[Signature] James Whitley
Linda Whitley	3007 Massengale Lane		

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]



# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

# PETITION

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

[illegible]





# PETITION

**PETITION**

We, the citizens of the town of League City, Texas are signing this petition to demonstrate that we do not support the Palomino Lane Extension project. The data provided by League City is inaccurate, includes a bridge within 1040 feet of residence, poses environmental issues with disturbing Clear Creek (a Superfund site is not far away), noise, wetlands and 100 year old oak trees, and is expensive and unnecessary. The Palomino Lane Extension has plans to end on two lane Grissom Road that can not handle anymore traffic and the cost of this project is inaccurate at \$14 million and does not include any improvement to Grissom Road. We believe the scoring of this project in the areas of safety, emissions reductions and delay improvement will score very low and is not worthy of being supported or funded. We want League City to withdraw this Project. We want HGAC to not consider this project due to the many inaccuracies presented and we the citizens of League City are prepared to fight this project in Court, if necessary. Thank you for your consideration.

[illegible]

**Hale, Pamela**

---

**Subject:** Palomino Extension

----- Forwarded Message -----

**From:** Keith A. Gross <[attnykgross@aol.com](mailto:attnykgross@aol.com)>  
**To:** "lewhiteley@yahoo.com" <[lewhiteley@yahoo.com](mailto:lewhiteley@yahoo.com)>  
**Sent:** Tuesday, December 11, 2018, 1:27:37 PM CST  
**Subject:** Re: Whiteley: Thank you

Linda,

It was great meeting you. As you know, I voted against the City going forward with the Palomino bridge project. I will continue to oppose the project. I was moved that so many people from your neighborhood voiced their objection at the city council meeting. I do not think the benefits of the proposed bridge outweighs the cost or harm. Good government begins with listening to the people.

The fact that the project remains on the capitol improvement project list is not fatal to your cause. Funding the project must occur as well. So, the battle is not over yet.

As you are aware, Chris Gross is in a run-off election. He opposes the project as well. This run-off election will come down to just a few hundred votes. I would speculate, if the majority of people in your area vote, we can get him elected.

I will continue to lobby for your cause, even after I leave office.

Thank you for the kind words.

Sincerely,

**Keith A. Gross**  
**Attorney at Law**  
**250 Park Avenue**  
**League City, Texas 77573**  
[attnykgross@aol.com](mailto:attnykgross@aol.com)  
832-932-5970 office  
832-932-5688 fax  
281-701-5634 cell

-----Original Message-----

**From:** Linda Whiteley <[lewhiteley@yahoo.com](mailto:lewhiteley@yahoo.com)>  
**To:** [attnykgross@aol.com](mailto:attnykgross@aol.com) <[attnykgross@aol.com](mailto:attnykgross@aol.com)>  
**Sent:** Tue, Dec 11, 2018 1:12 pm  
**Subject:** Whiteley: Thank you

Hi Keith,

Thank you for all of your support as a League City Council member, you have always looked out for the best interest of League City and we appreciate it.

Sincerely,  
Linda Whiteley



# League City Project Palomino Bridge Extension

December 10, 2018

League City CIP # ST1802

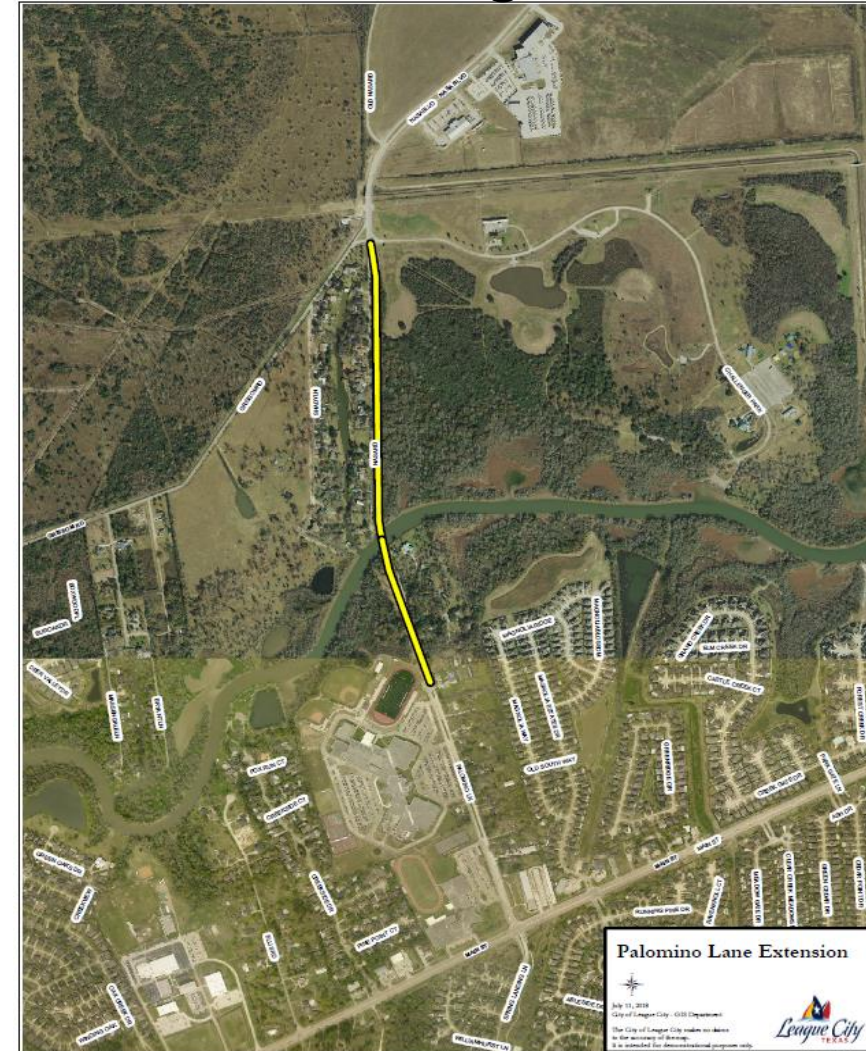
# Background

- League City proposes to build a bridge over Clear Creek from Palomino Lane in Galveston County to Grissom Road in Harris County.
- League City, in their Master Mobility Plan, lists the project as a two (2) to four (4) lane collector facility within 80 feet of right away.
- According to League City's Proposed CIP plan for FY2019-FY2023 as of July 24, 2018:
  - League City's justification for the project was to provide additional connectivity between FM 518 and FM 528, improve emergency response time and for access to Clear Springs High School, Creekside Intermediate and CCISD Stadium.
  - According to the 2019-2023 Capital Improvement Plan (CIP) the projected cost is \$15,000,000
  - The project cost does not include the cost for mitigation within Clear Creek
- According to League City at the Community Input Meeting on August 15, 2018 the project is in the planning stage and is estimated to cost \$13.5 million excluding land acquisition cost and the cost of mitigation.
- League City Council working session on November 27<sup>th</sup> presented a \$255MM proposed May 2019 bond referendum which included the Palomino project at a cost of \$17MM.

# Proposed CIP FY2019-FY2023

## Palomino Lane Extension: July 24, 2018

PROPOSED CAPITAL IMPROVEMENT PLAN FY2019 - FY2023								
PROGRAM: STREETS/TRAFFIC					Program Priority: 4			
PROJECT NAME: Palomino Lane Extension CIP NUMBER: ST1802 CONTACT PERSON: Jody Hooks								
PROJECT COST BY FISCAL YEAR								
Project Cost	Previously Appropriated	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Years	Total
Planning/Design		89,600	660,400	1,500,000				\$2,250,000
Land						1,000,000		\$1,000,000
Construction							11,750,000	\$11,750,000
Equip/Furnishings								\$0
Total Cost	\$0	\$89,600	\$660,400	\$1,500,000	\$0	\$1,000,000	\$11,750,000	\$15,000,000
FUNDING SOURCE BY FISCAL YEAR								
Funding Source	Previously Appropriated	FY 2019	FY 2020	FY 2021	FY 2022	FY 2023	Future Years	Total
Prior Bonds		89,600	660,400					\$750,000
Future Bonds				1,500,000		1,000,000	11,750,000	\$14,250,000
Potential Grant(s)								\$0
Park Dedication Fees								\$0
4B Funding								\$0
CRIF Funds								\$0
Other								\$0
Total Funding	\$0	\$89,600	\$660,400	\$1,500,000	\$0	\$1,000,000	\$11,750,000	\$15,000,000
PROJECT DESCRIPTION								
This project consists of design and construction to extend Palomino Lane to the north from its current concrete pavement endpoint at Clear Springs High School, crossing Clear Creek, to Grissom Rd. The project is proposed to be a concrete pavement boulevard section with a raised median and enclosed conduit storm sewer system, with a bridge spanning Clear Creek. The project will include a pedestrian connection along the new roadway.								
PROJECT JUSTIFICATION								
This extension will provide additional connectivity between the major FM518 and FM528 arterials. The improved connectivity between the City's Galveston Co and Harris Co jurisdiction will improve emergency response times and access to Clear Springs High School, Intermediate and CCISD Stadium.								
ADDITIONAL CONSIDERATIONS								
	YES	NO	Recurring M&O Costs			Amount		
Is the project necessary under State/Federal Mandate, contractual obligation, or City Code?		NO	Personnel/Benefits (\$50k)			\$0		
Will this project create future Capital Projects?		NO	Supplies (\$10k)			\$0		
Is your request in the current CIP?		NO	Repairs/Maintenance (\$20k)			\$0		
If yes, has the cost of the project changed?			Services (\$30k)			\$0		
			TOTAL			\$0		





# League City Community Input Meeting August 15, 2018

- League City provided citizens in attendance three different options for the proposed bridge project.
- The [video](#) of the meeting is posted on League City's website.
- No resident spoke in favor of the bridge.
- League City indicated that the project would save over 23,000 hours of drive time annually. When asked how much drive time would a commuter save, Response was on average 30 seconds and some commuters not at all.
- The city has not consulted with the Flood Control District nor the Army Corp of Engineers. Engineering firm informed residents it was not the right time in the process.
- The city would not provide residents an estimate on the cost of mitigation which was not included in the planned project cost.
- The city advised they do not plan to choose an option until after approved funding.

## PALOMINO LANE EXTENSION AND CLEAR CREEK BRIDGE

**DESCRIPTION**

The project will reconstruct a 0.6 mile segment from the north end of Palomino Lane, across Clear Creek to Grissom Road. The project will eventually interface with an extension of Beamer Road to create a north/south connection between FM 518 and FM 528. The proposed road will be a four-lane divided, concrete-curb and gutter concrete section with raised medians. The project includes a behind-the-curb, shared use path on both sides, and storm water improvements.

**ESTIMATED COST**  
\$13.5 million

**STATUS**  
Planning Level

**FUNDING**  
The City will be applying for Federal Funding to pay 80% of the cost of the project


**BENEFITS**


**Improve Mobility and Reduce Congestion:** League City will become more congested in the future. By 2025, the project will save over 23,000 hours of drive time annually.

**Improve Air Quality and Decrease Fuel Use:** The project will remove over 5 tons of air pollution & reduce fuel use.


**Provide Opportunities for Recreation:** The project will build a safe pedestrian & bicycle environment by constructing a shared-use path on both sides of the road.

**Provide Alternative Evacuation Route:** The project will create an alternative exit for Clear Springs High School. Currently Palomino Lane exists onto FM 518, which is very congested.



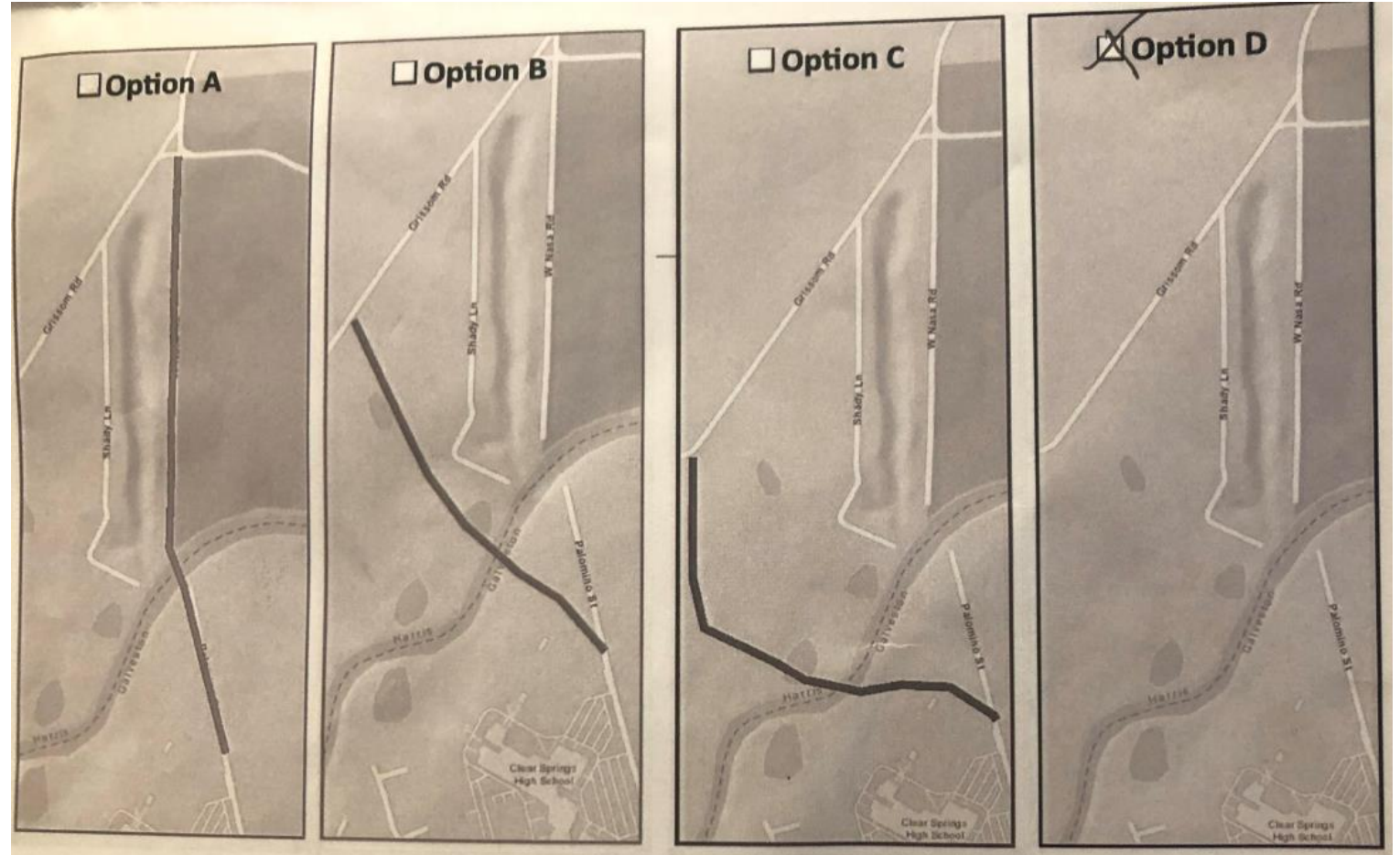


CLEAR CREEK BRIDGE VISION RENDERING

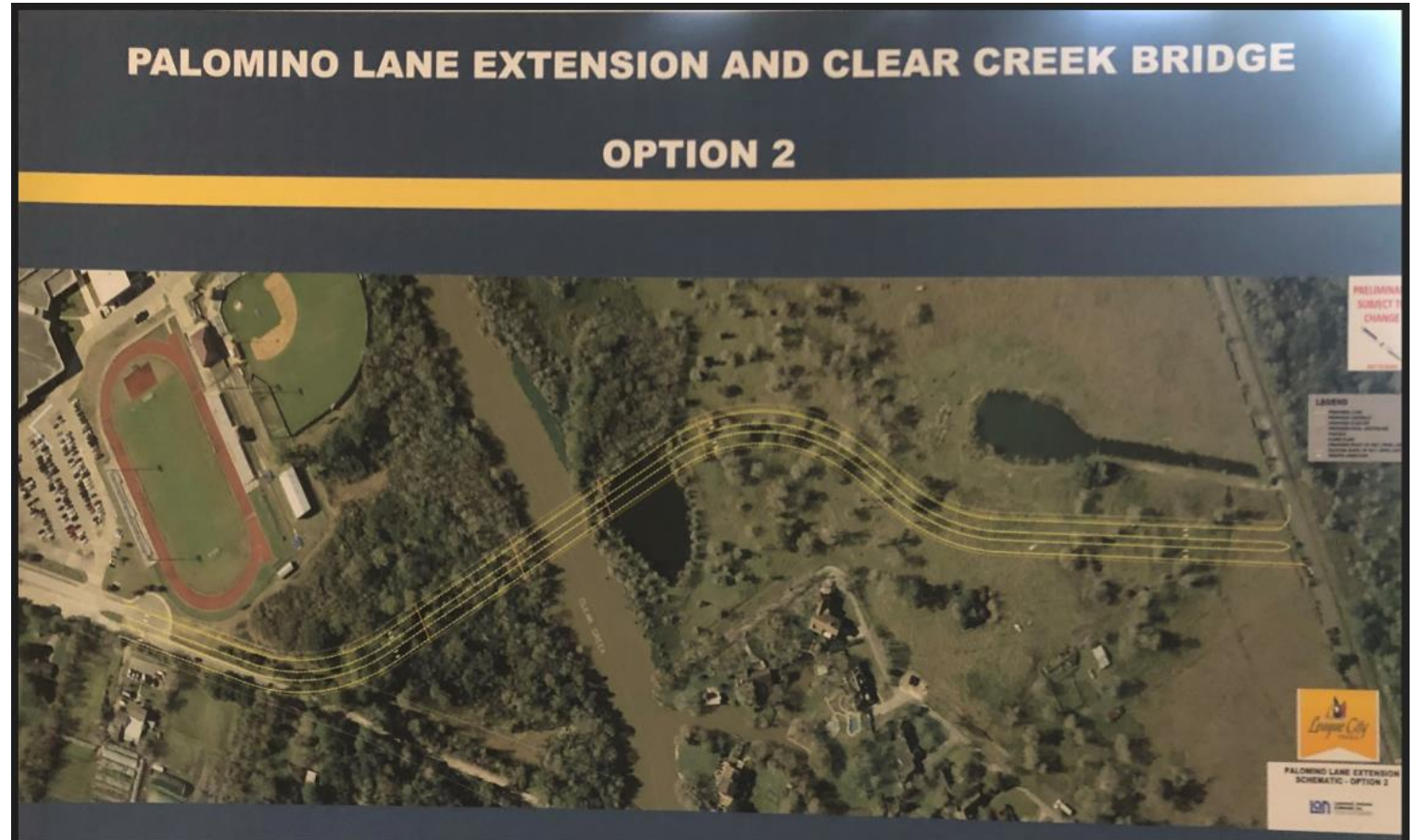




Community  
Input Meeting:  
Palomino Lane  
Extension  
All Options

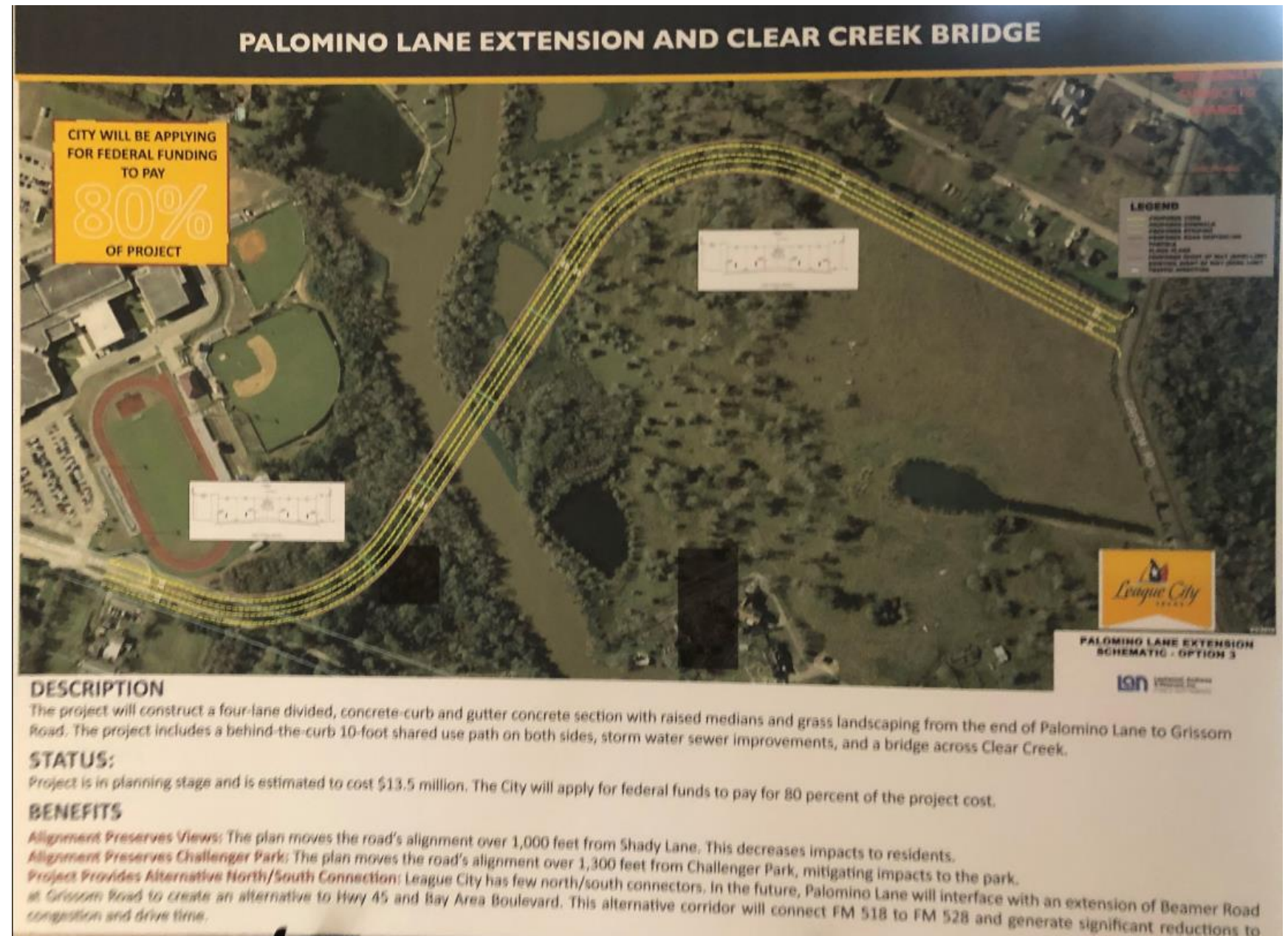


Community  
Input Meeting:  
Palomino Lane  
Extension  
Option B



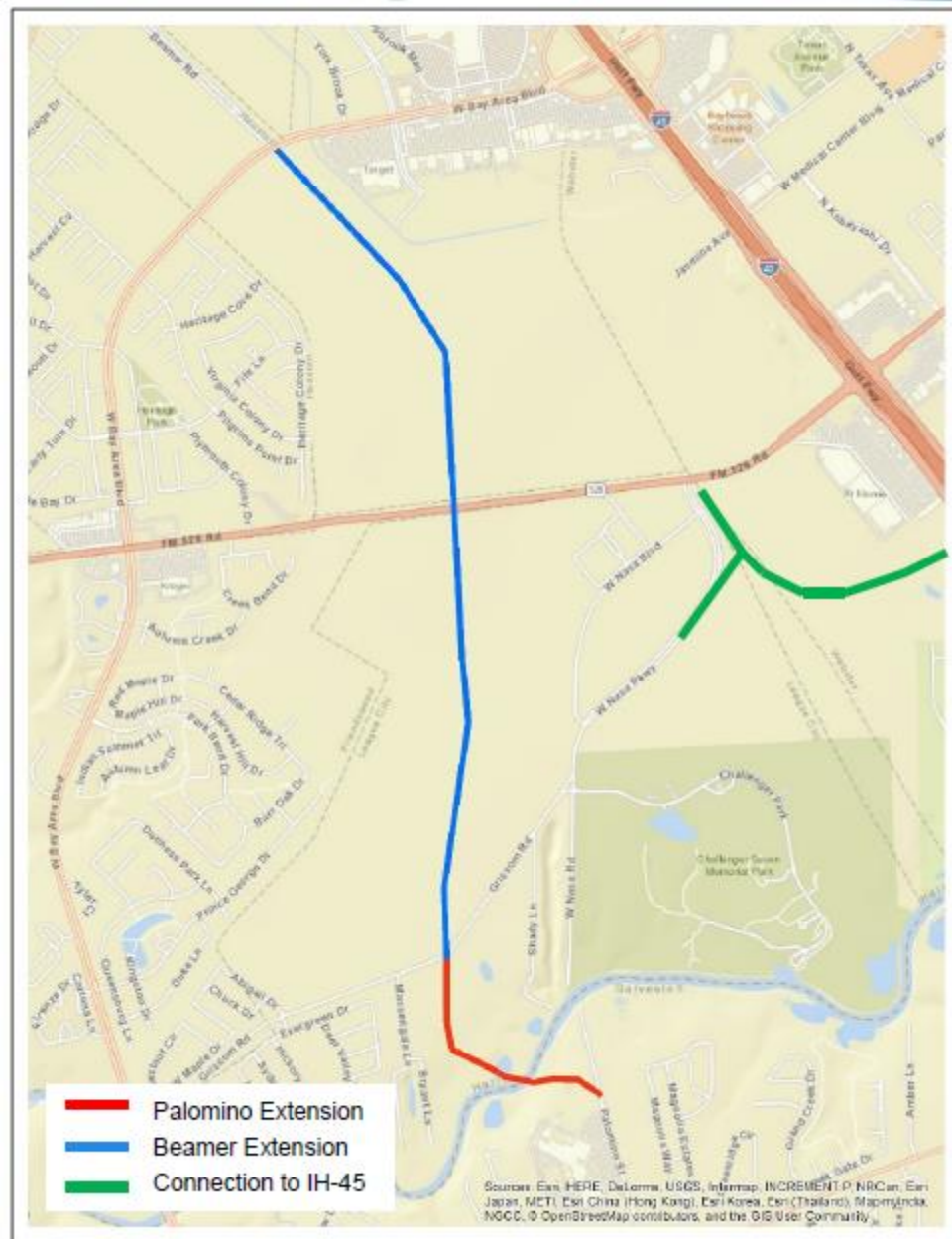


# Community Input Meeting: Palomino Lane Extension Option C



# Palomino Lane Extension League City plan to extend project from Grissom to Beamer

League City has not discussed  
nor received agreement from  
Friendswood or Harris County  
on this option



# Challenges to The City of League City's Justification for the Project

---

# Challenges to The City of League **City's Justification for Project:** Goodman Traffic Study

- Maximum time saved is less than 30 seconds and some not at all.
- TxDOT 2016 traffic report shows traffic count at FM 528 and I-45 at 42,420. Traffic count at FM 518 and I-45 shows 36,518.
- Population growth on the north side of Clear Creek off FM 528 is forecasted to be three times greater than FM 518 between I-45 and Bay Are Blvd according to the HGAC Regional Forecast Growth, Release 2017.
- There is a significant amount of undeveloped land west of I-45 off FM 528. Whereas FM 518 is already developed. Additional directed traffic to FM 528 will cause bottlenecking with future development.
- Study did not include traffic benefits on FM 518 expected from the following:
  - [CCISD rezoning](#) some students from Clear Springs High School due to over capacity effective Fall 2019. This will significantly reduce traffic during school peak AM and PM hours in Galveston County.
  - Time saved from the future North Landing Blvd bridge (construction tentative to begin in 2021 per TxDOT)
  - Updates planned and budgeted for synchronized traffic signals on FM 518 west of I-45 for drivers to encounter a progression of green lights.





# Challenges to The City of League **City's Justification for Project:** Goodman Report

- Failed to include total number of homes in Clear Creek Shores Subdivision within approximately 1000 ft or less of the project study area that would be negatively impacted.
  - 37 homes in Clear Creek Shores Section 1 (closest to Challenger Seven Memorial Park).
  - 31 homes in Clear Creek Shores Section 2 (closest to Bay Area Blvd).
- Report excluded details that Clear Creek Shores Section 2 water is through a well and the proposed project could possibly impact their water supply.
- Goodman report submitted to HGAC listed the project as a 4 lane divided major thoroughfare (#6. Describe the proposed improvements/activity). However, the [League City 2018 Master Mobility Plan](#) lists it as a 2 to 4 lane collector facility (page 73).
- Goodman report submitted to HGAC listed the primary benefit of the project is a reduction in traffic. However, the [League City 2018 Master Mobility Plan](#) shows the LOS would deteriorate north of Clear Creek (see slide 17).





# Challenges to The City of League City's

Justification for Project:

Access to Clear Springs High School,  
Creekside Intermediate and CCISD  
Stadium

- CCISD is updating the boundary lines for [Clear Springs High School](#) due to over capacity effective Fall 2019.
- The boundary line for Creekside Intermediate is all south of Clear Creek.
- Increased traffic flow on Palomino will increase risks for accidents near Clear Springs High School and Creekside Intermediate.
- CCISD Challenger Columbia Stadium serves five high schools and ten intermediate schools.
- Clear Springs High School and Creekside Intermediate will have access to the stadium from two different routes (the future Nasa ByPass via the future North Landing Blvd Extension and Grissom Road via Bay Area Blvd).



# Challenges to The City of League **City's Justification for Project:** Emergency Response Time

- League City Fire Station # 4 is located on Bay Area Blvd. between FM 518 and Grissom Road. It is 2.3 miles from the station to West Nasa Blvd via Grissom Road.
- League City Police Department is located on Walker Street east of I-45. It is 5.1 miles to West Nasa Blvd and Grissom Road via I-45.
- League City can add a police substation at Fire Station # 4 as there is enough property space to accommodate this.



# Emergency Services Maps

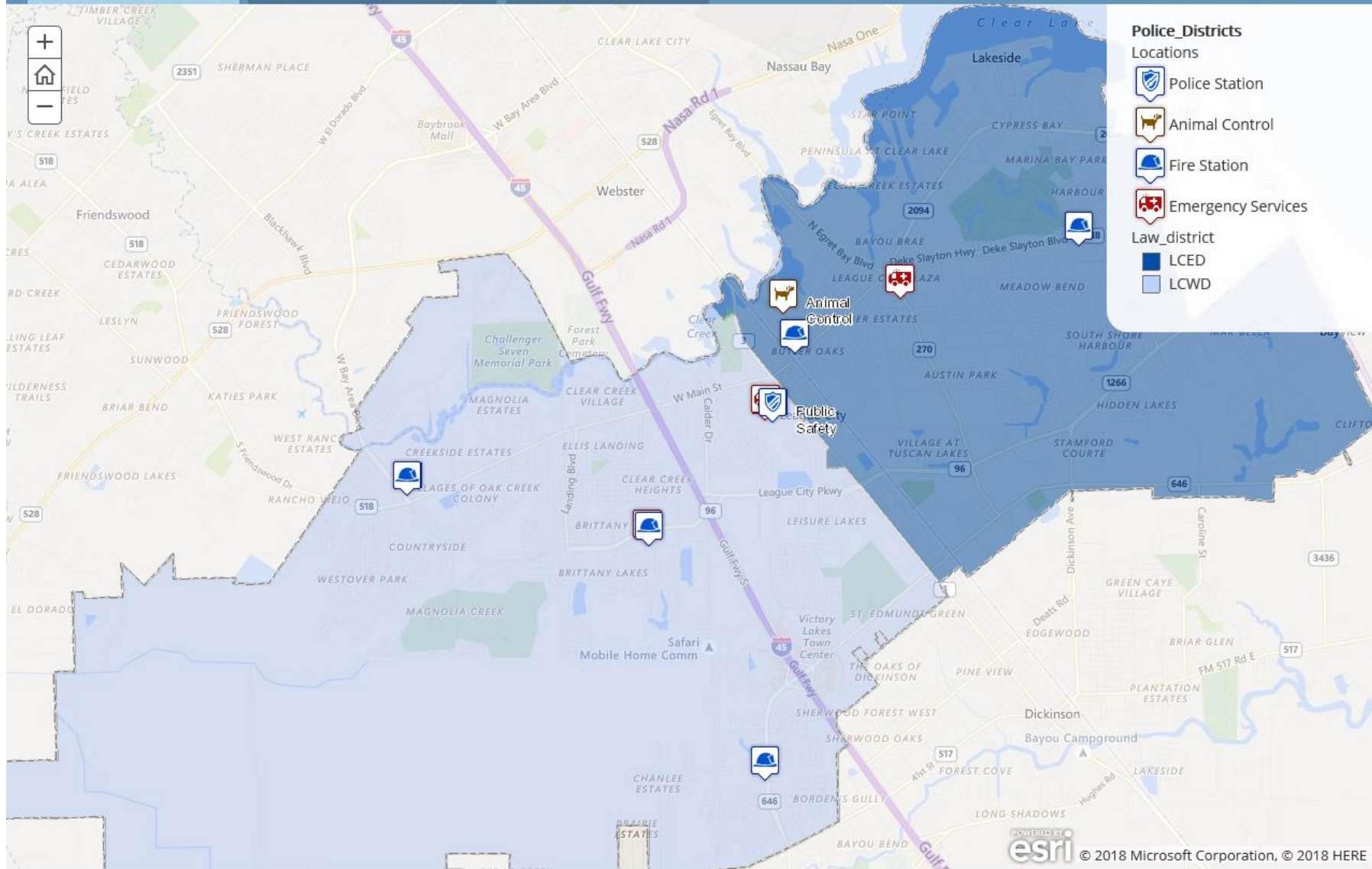
[Back to League City GIS](#)



Police Station and Districts

Emergency Service and Districts

Fire Stations and Districts



# Challenges to The City of League

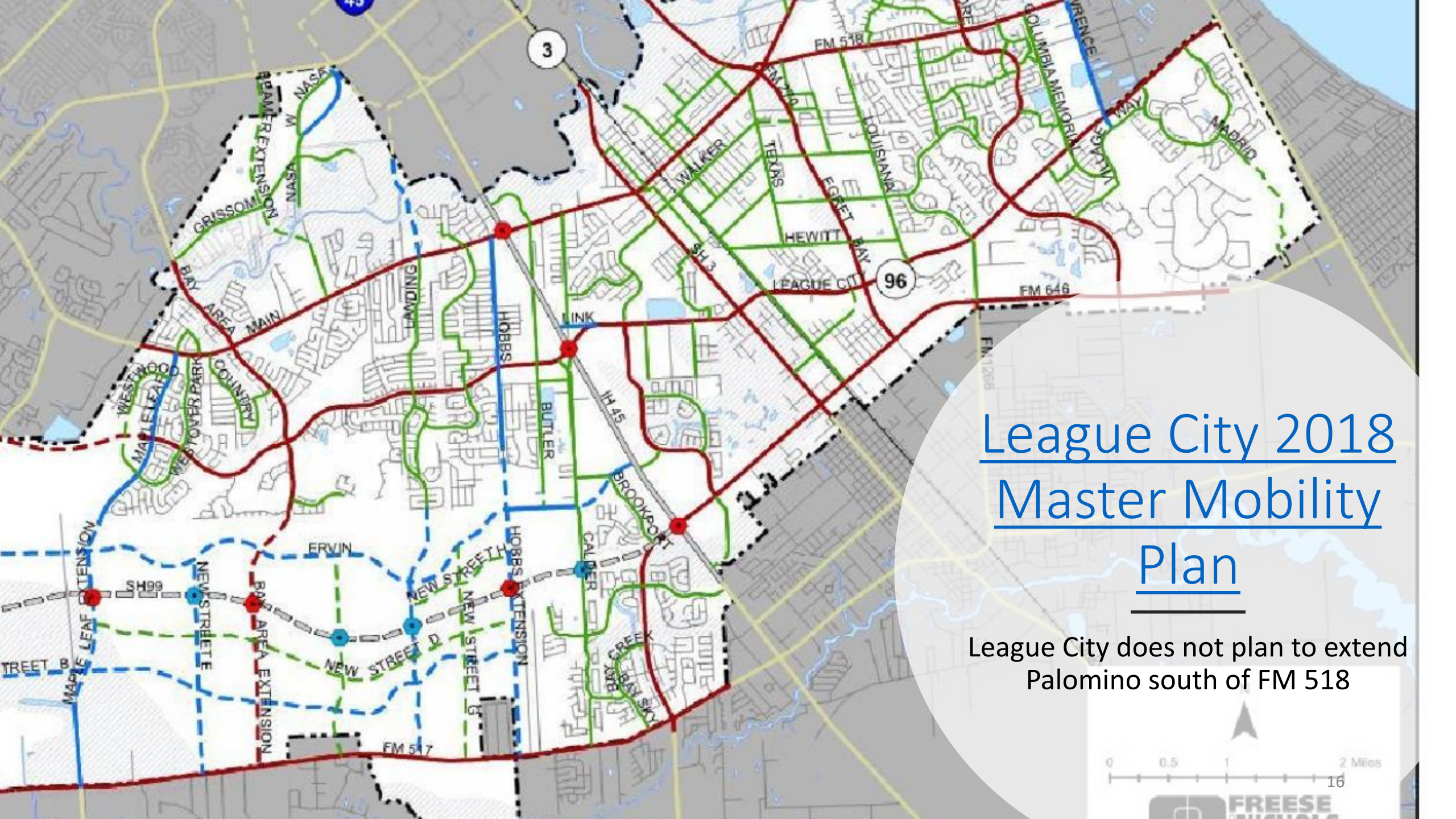
## **City's Justification for Project:**

### Additional Connectivity

- League City does not plan to extend Palomino Lane further south past FM 518.
- Some property within the site necessary to extend Palomino from Grissom to FM 528 is within Friendswood boundary lines. Friendswood has not provided their letter of support for the proposed future development.
- Per the Harris County MTFP, Beamer Road ends at FM 528. There are no plans to extend Beamer further south past FM 528.
- Harris County Precinct 1 has not provided a letter of support for neither the proposed Palomino Lane Extension project nor the proposed future development needed to connect Grissom to Beamer.







# League City 2018 Master Mobility Plan

League City does not plan to extend  
Palomino south of FM 518

0 0.5 1 2 Miles  
16



# League City 2018 Master Mobility Plan 2040 High Level LOS

- Excludes Palomino Lane Extension Project
- Bay Area Blvd is labeled A
- West Nasa Blvd is labeled F
- FM 528 is labeled D
- Additional traffic from the proposed Palomino Lane Extension would further deteriorate the level of service on both West Nasa Blvd and FM 528.

Map 12. League City 2040 High Level Level-of-Service

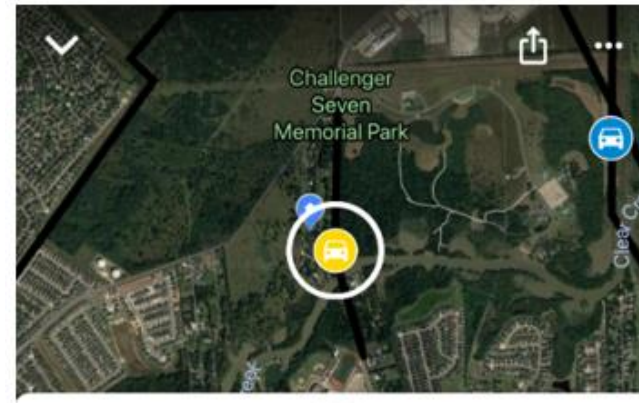


Page 81 of the 2018 Master Mobility Plan. Council approved and adopted November 18, 2018

# League City Mobile Interactive Project Map

Palomino Lane Extension is listed  
as Reinvestment

North Landing Blvd Extension is  
listed as Traffic



## Palomino Lane Extension

League City Projects

Start (32 min)

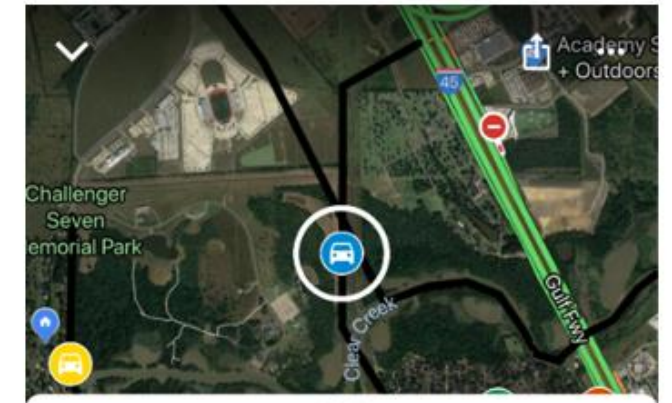
Directions

[VIEW MAP LEGEND](#)

### Reinvestment

Contact Project Manager:  
Jacques Gilbert  
Jacques.Gilbert@leaguecitytx.gov  
(181) 554-1443

**Schedule** In preliminary design/scope creation  
Projected Start Date: TBD  
Projected Completion: TBD



## TR1105 - North Landing Blvd Extension

League City Projects

Start (37 min)

Directions

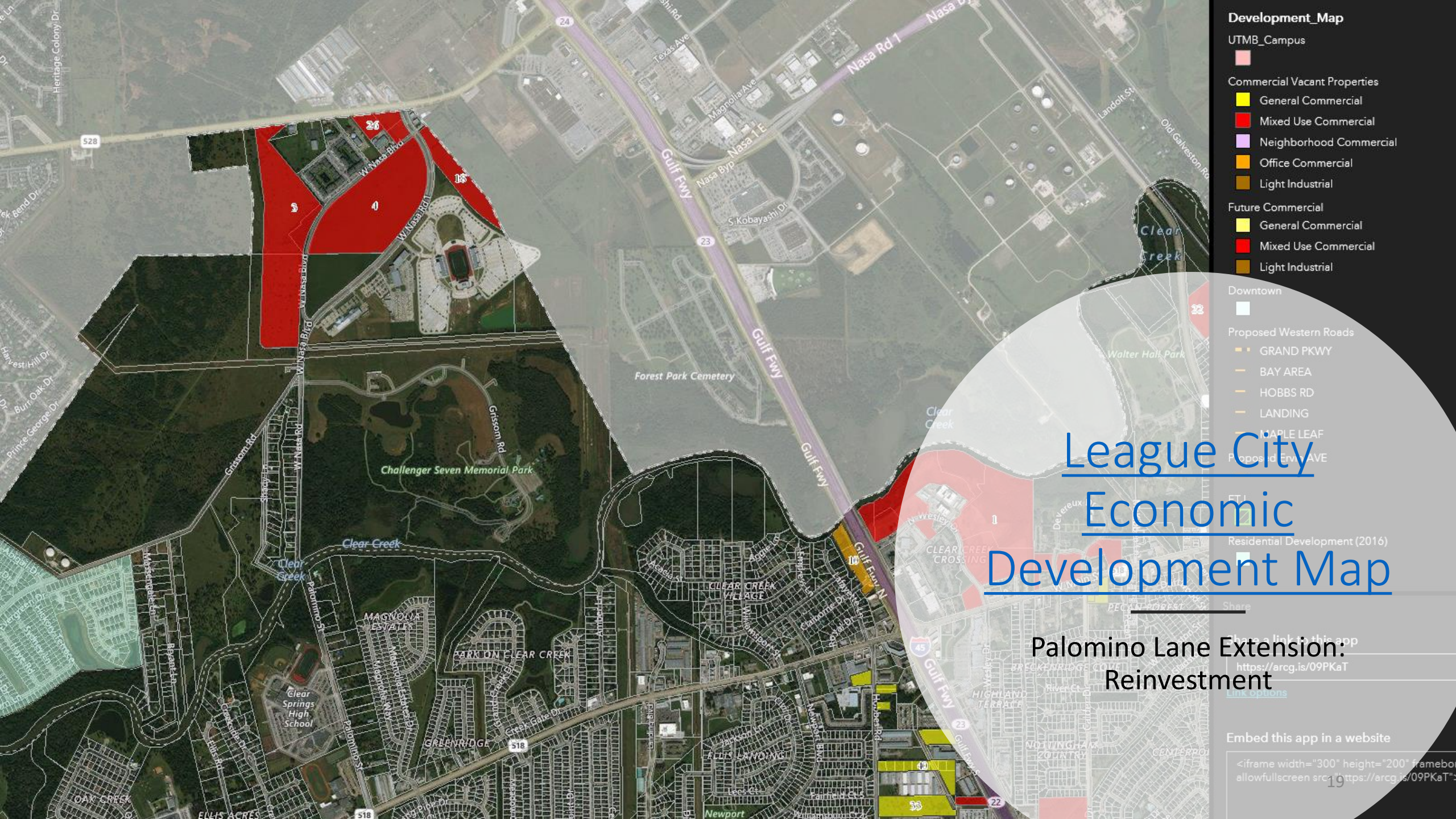
[VIEW MAP LEGEND](#)

### Traffic

Contact Project Manager:  
Susan Oyler  
Susan.Oyler@leaguecitytx.gov  
(281) 554-1453

**Schedule** Currently in environmental assessment  
approval process with TxDOT.  
Projected Start Date: 2022





## Development\_Map

UTMB\_Campus

- Commercial Vacant Properties
  - General Commercial
  - Mixed Use Commercial
  - Neighborhood Commercial
  - Office Commercial
  - Light Industrial

Future Commercial

- General Commercial
- Mixed Use Commercial
- Light Industrial

Downtown

Proposed Western Roads

- GRAND PKWY
- BAY AREA
- HOBBS RD
- LANDING
- MAPLE LEAF
- Proposed Drive AVE

Residential Development (2016)

Share

Share a link to this app  
<https://arcg.is/09PKaT>

[Link options](#)

Embed this app in a website

<iframe width="300" height="200" frameborder="0" allowfullscreen src="https://arcg.is/09PKaT">

# League City Economic Development Map

## Palomino Lane Extension: Reinvestment

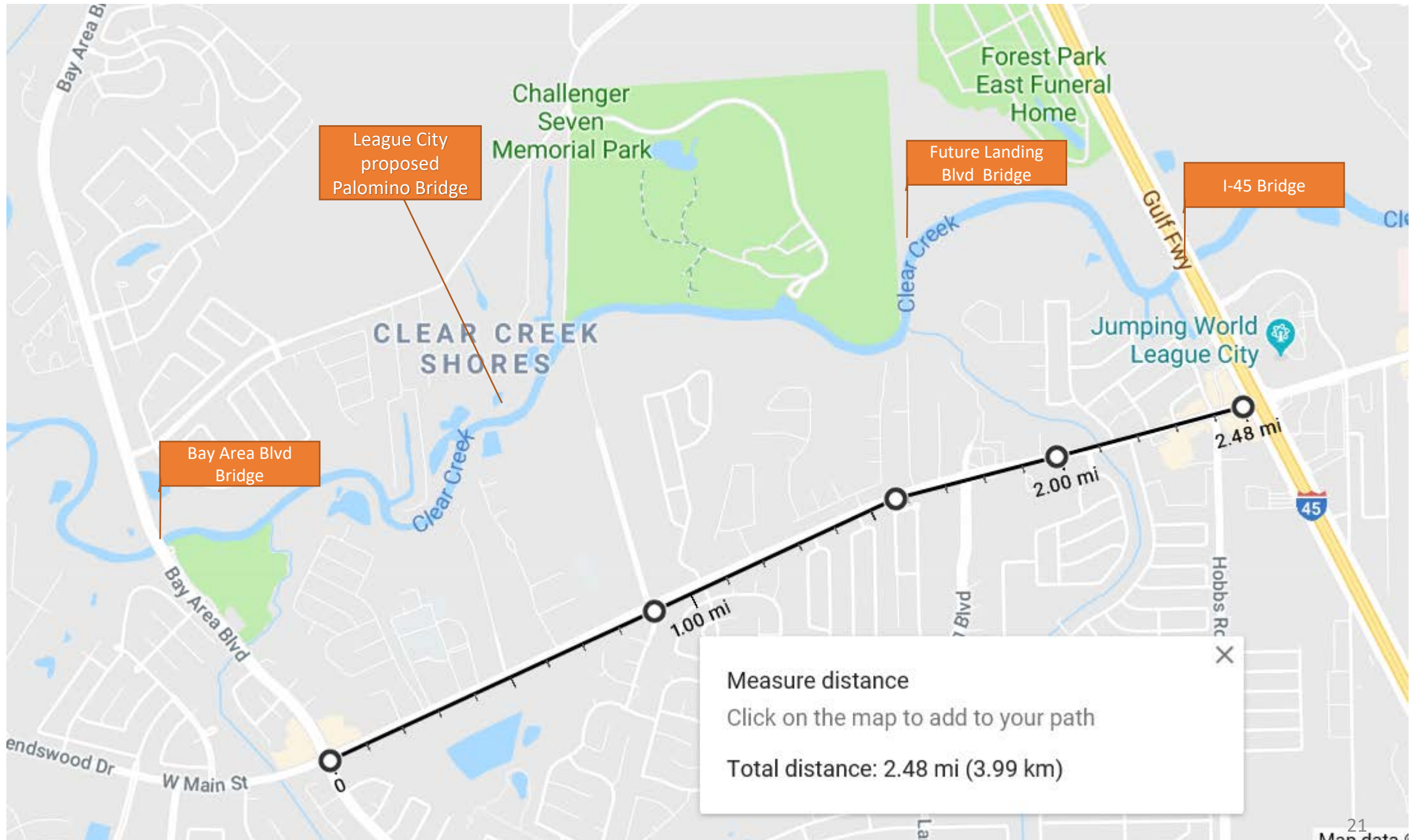


# Vacant Land Ownership

---

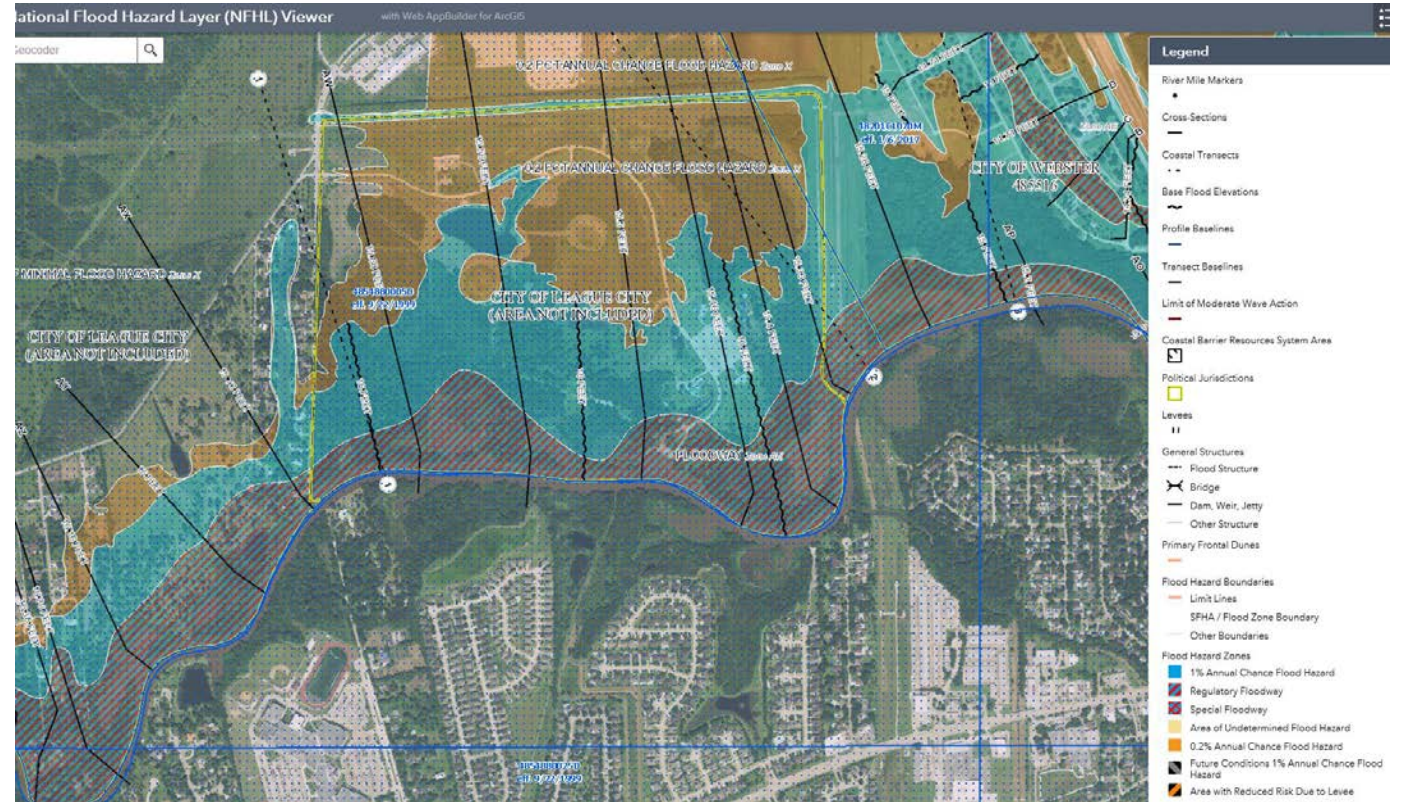






# FEMA National Flood Hazard Layer Viewer

- A significant portion of land surrounding Clear Creek Shores Subdivision is in a Regulatory Floodway and a 1% Annual Chance Flood Hazard Zone.
- There is concern from area residents on storm water runoff planned to be directed to the creek. A significant amount of acreage for detention would be required due to added impervious cover from the proposed project.



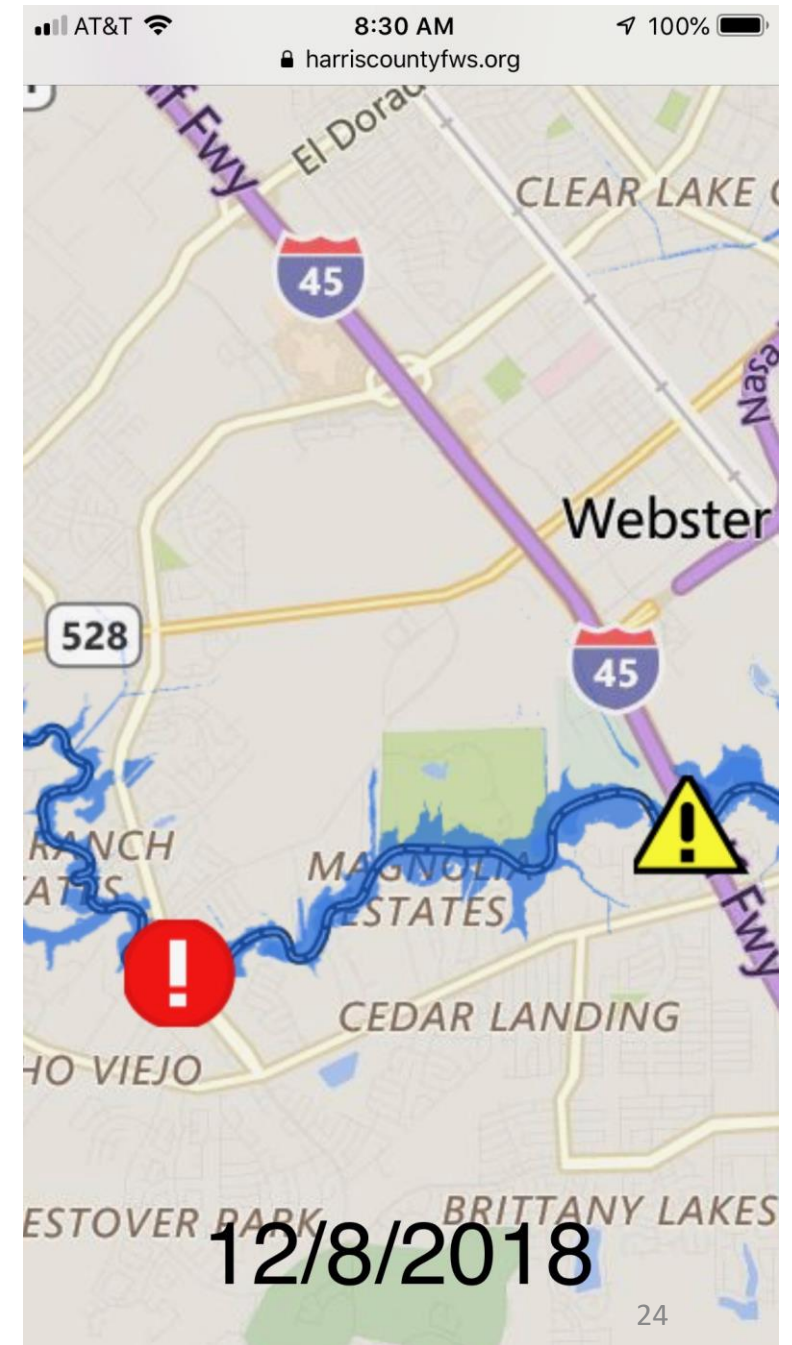
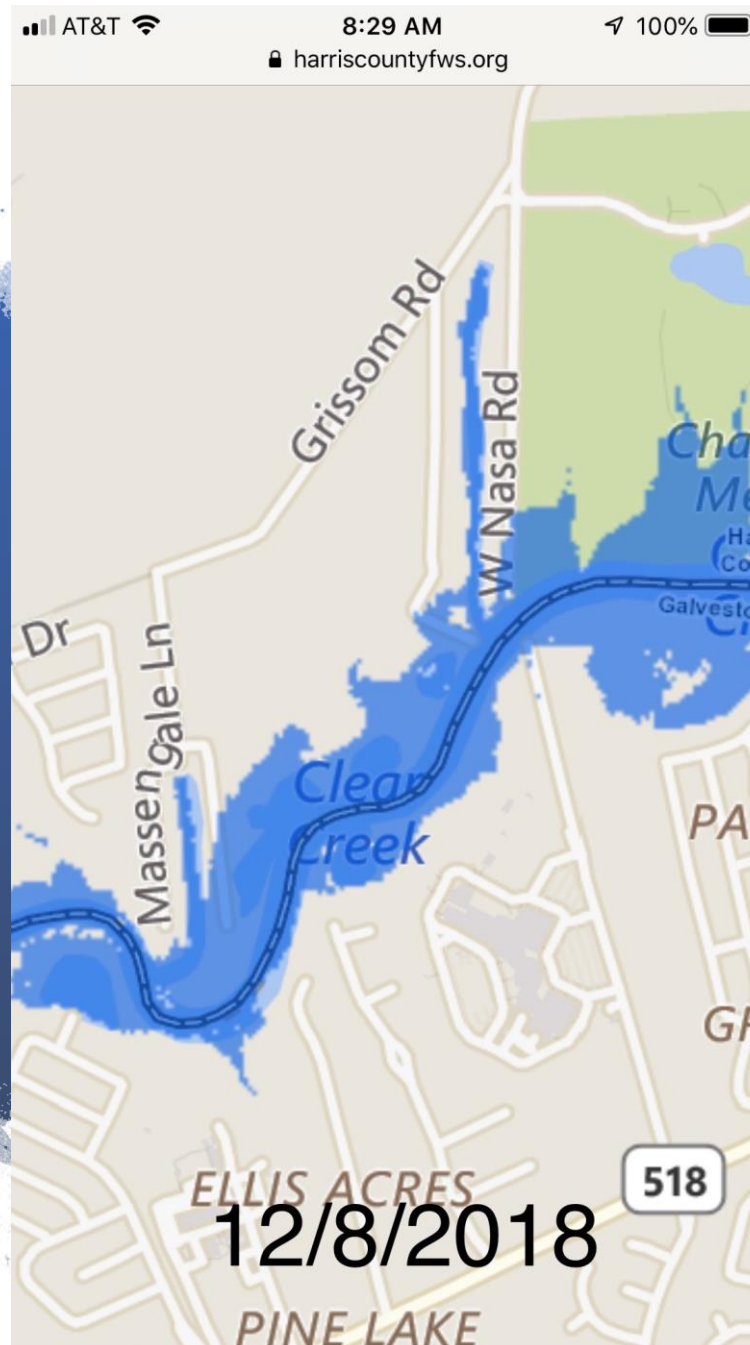
# Government Entities Involved with Project

- Rodney Ellis Harris County Commissioner Precinct 1
- Ken Clark Galveston County Commissioner Precinct 4
- Harris County Flood Control District
- Houston Galveston Area Council
- Texas General Land Office
- FEMA Flood Mitigation
- Texas Water Development Board
- Texas Commission on Environmental Quality
- Army Corp of Engineers
- US Coast Guard (navigable waters of the US)
- Texas Parks & Wildlife
- US Fish & Wildlife

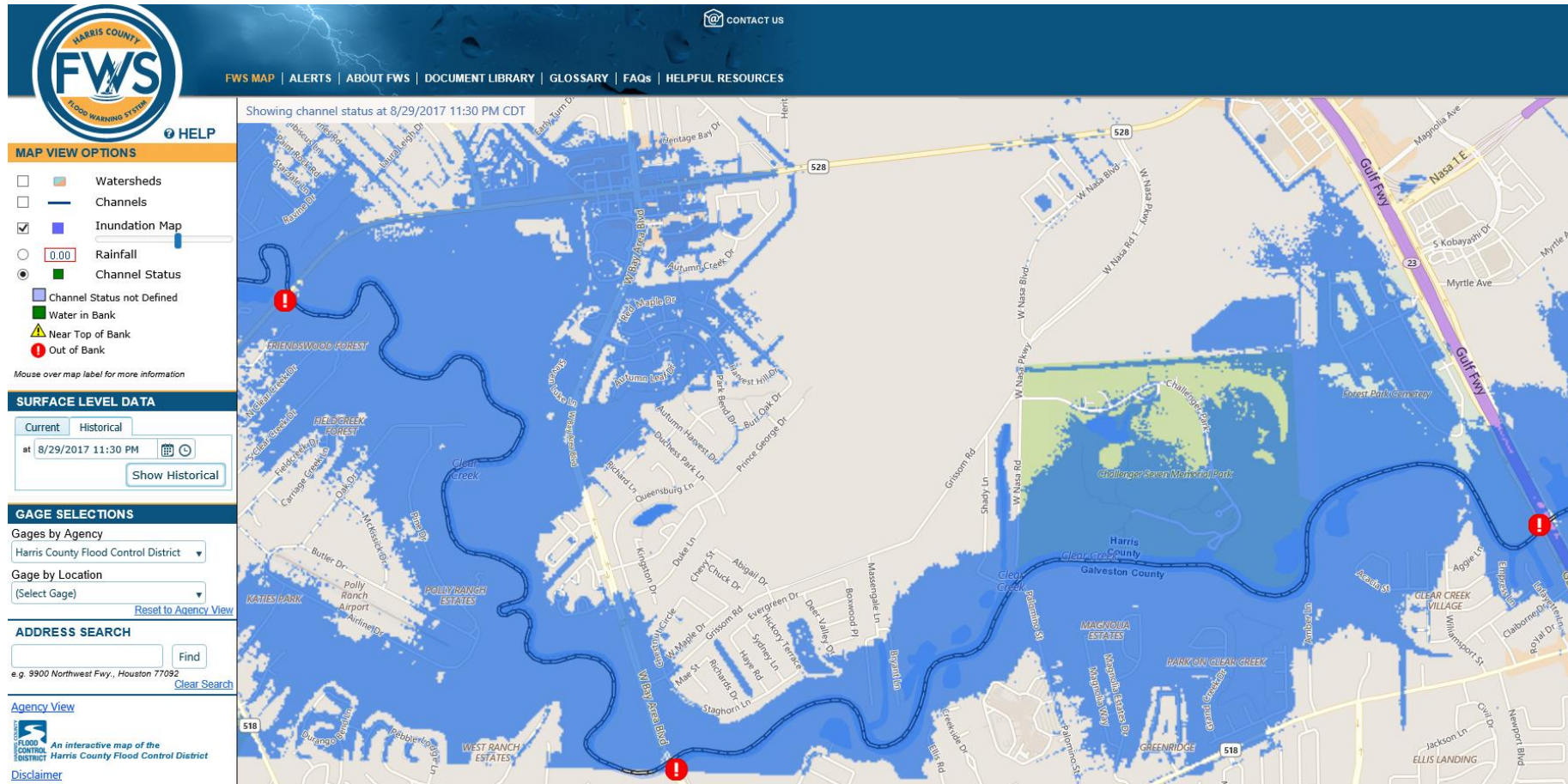


Harris County Flood  
Warning System  
Inundation Map  
December 7-8, 2018

Does this look like an area  
that can handle two new  
bridges (North Landing  
Bvd and Palomino)?

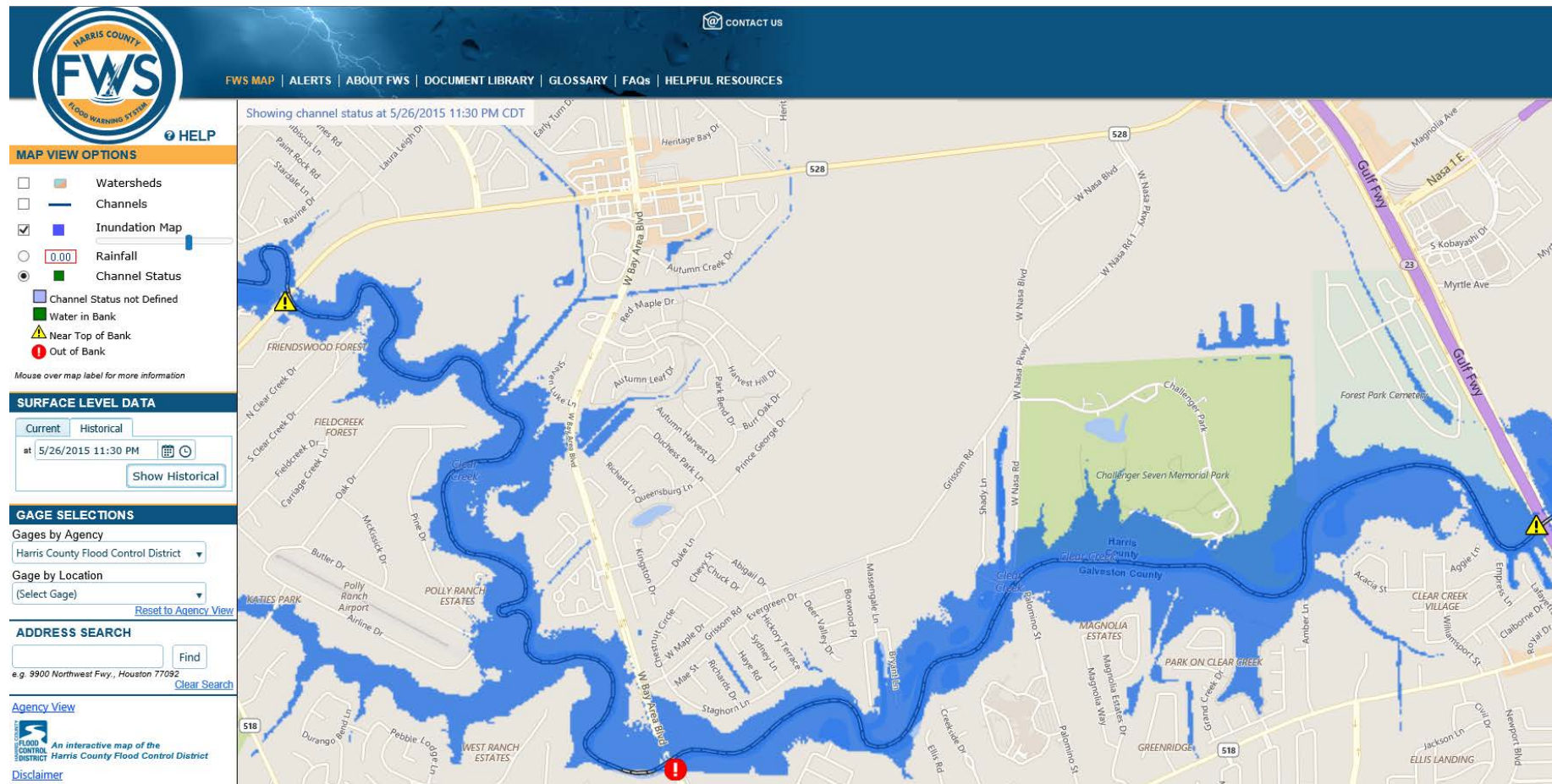


# Hurricane Harvey (2017) Inundation Map





## Memorial Day Flood (2015) Inundation Map



**Hale, Pamela**

---

**Subject:** FW: Palomino Bridge - Nick Long email

----- Forwarded Message -----

**From:** Long, Nick <[Nick.Long@leaguecity.com](mailto:Nick.Long@leaguecity.com)>

**To:** [Lewhiteley@yahoo.com](mailto:Lewhiteley@yahoo.com) <[Lewhiteley@yahoo.com](mailto:Lewhiteley@yahoo.com)>

**Sent:** Wednesday, December 12, 2018, 8:28:32 AM CST

**Subject:** Palomino Bridge

I grew up in League City and have seen it blossom from a small town of 30,000 people to a large city of well over 100,000 people. With our desirable location, available land and diverse economy League City is poised to double in size again over the next 10 to 20 years.

All this growth certainly creates challenges, not the least of which is traffic. North/South egress has always been difficult in League City because of Clear Lake and Clear Creek.

It is vital for the City to create another crossing. Fortunately we are well down the road with the bridge at Landing Blvd. This project will relieve 518 and provide another access point to I45. It also will allow traffic from Hwy 96 to move north and cross the creek. It is a great project but it is still many years from completion and we still do not know its full impact on traffic.

The Council had other options for the bridge. It could have been built further west at Palomino. There is now a push to fast track the Palomino bridge before completing the Landing bridge.

Several other members of Council (including the Mayor) and I oppose pursuing the Palomino bridge at this time for the following reasons:

- 1) Traffic impact of Landing Bridge is unknown
- 2) Bay Area Bridge is less than half mile away and is relatively unused as a connection to 45
- 3) Palomino would dump into traffic heavy 528 with no seamless connection to 45
- 4) Palomino does not seamlessly connect south to 96 or 646
- 5) Palomino causes severe disruption to the neighborhoods on the north side of the Creek
- 6) Potential for the bridge to act as a dam in high water events much like Bay Area and I45 bridges did in Harvey
- 7) Future growth will not be in this section of town and bridge will not address issues caused by this growth

With so many questions left unanswered and the impact of the Landing Bridge still unknown I believe it is unfair to hang this project over the heads of the citizens on the North side of the creek.

We are a divided City and a divided Council when it comes to Palomino. There very well may come a day when a bridge is needed but that day is not now.

Nick Long  
281-773-8954

Sent from my iPhone

## 2018 Call for Project Voicemail Comments

### Application ID 197

Project Sponsor - Lake Houston Redevelopment Authority / TIRZ 10

I live in Kingwood Texas I just noticed the North Park project. one thing that I will tell you that would mitigate traffic between Kingwood Drive and 494 along with Northpark drive and 494 is two things, you can do either one of these to mitigate traffic jams between the intersections 1. widen both of them to three lanes. the second one is to build a bridge over the train tracks that run parallel to Loop 494. anytime there's a train that goes by or anytime traffic is built up it causes a severe delay. I would actually like to meet with somebody not just on that but also the proposed high-rise project in Marina and I have a little luck to getting a hold of the developer I'm also a realtor. if anybody could please give me a call back give me a call back. I would very much like to meet with you and show you what I see and exactly what would actually work. Please give me a call back thank you.

Logan R., resident

I'd like to comment on the NorthPark Drive Kingwood expansion it is sorely needed in this area we have very little options if a storm comes basically only two ways in and out of Kingwood and the traffic is horrendous and the North Park Drive expansion especially the railroad overpass is severely needed traffic is terrible almost all the time and I urge you to support it. Thanks.

Ed T., resident

I am hoping that the group puts the North Park Expansion Project to the Forefront. Kingwood needs a reliable exit in case of disasters are flooding as in the past. please take Kingwood seriously and help us out.

Tina B., resident

I called to leave a comment for please approve the expansion of Northpark Drive in Kingwood is very congested traffic way is it dangerous its two lanes on either side of a drainage ditch and my wife got her car totaled and she got banged up pretty bad not too long ago and somebody came rolling around from one lane going west over that drainage ditch and ran into her and she was in the slow lane if there had been a traffic light or traffic signs it probably wouldn't have happen but that is very very congested a rush hour traffic in the morning and in the evening it takes forever for the Kingwood people to get in and out of Kingwood at those times and if you got a job trying to get to work on time it's very very stressful. please approve that holiday expansion and improvement its desperately needed in Kingwood. that's Texas NorthPark Drive in Kingwood thank you very much.

Jim H., resident

I'd like to support the North Park Drive expansion and railroad overpass in the Kingwood. the expansion is sorely needed, North Park is very crowded, and First Responders need better access.

There are only a couple of ways into Kingwood and if the train has the tracks block the overpass would afford First Responders a way to get in and out of the community Plus North Park is one of the main exits and the additional lanes would greatly improve access and it's viably needed for an area over a 100,000 people to get in and out of so I support the funding of the Northpark Drive expansion. Thanks.

Anonymous

I'd like to comment on the Northpark project that was nearly derailed by incomplete data. Which I hope Steve Martin has gotten that straightened out. based on what I'm reading here it sounds like that you're going to remove the project from a low-level project to a higher-level project because as a 31-year resident of Kingwood traveling through North Park up to North Park up to 59 and south on 59 on a daily basis it is absolutely imperative that we have better transportation that better traffic flow than what we have today. it's terrible so if you need to for me to amplify my comments I'll be more than glad you could give me a call thanks bye.

Fredrick L., resident

Hello, I'm calling to comment on the North Park expansion. I am living in the Mills Branch Village I have all my medical providers are in around the Kingwood Hospital. I am 86 -year-old widow and I live alone. I need to have access to my medical providers in an emergency. I recently had an appointment with one of my providers offices who is in one of the offices behind kingwood Hospital, because of the construction of a huge storage unit at the end of Northpark near the railroad track our traffic was backed up to the entrance to Kingwood where the flower shop is. we were there for quite some time until I was able to inch forward to a turn where I could get back going the opposite direction and go down to Kingwood Drive to get out to my appointment. that was disconcerting because I thought if I really had it an emergency I would have been stuck there for some time so I hope that you will think about approving that expansion so that we have a way to get out of Kingwood using NorthPark, which is one of our major entrance exit roads so that we can use that and be able to get to either the 494 or the 59 without so much delay. Thank you very much.

Mary G., resident

Yes, I was just calling to voice my opinion on the need for the North Park Expansion Project at 494. traffic gets way backed up there I'm always trying to find an alternative route from there. if we had some sort of an emergency would really bad getting out.

Rose G., resident

I have property in Kingwood Greens in Kingwood I've watched traffic through Kingwood and I say through very emphatically there is a lot of traffic going through now, that will only increase and get worse. I'm speaking of the North Park Expansion Project, you build it and they will come. and more traffic more thoroughfares, easily transgressed passageway through our neighborhood through our communities through our roadways is only going to get through traffic. They will not be stopping at businesses supporting our community, they will not be attending schools, not

contributing to tax base. I am against it and expansion projects that are proposed in the Kingwood area there is a huge 50 year you plan that I have seen online and this plan shows major roads all crisscrossed in Kingwood and slicing and dicing it so that more people can go through Kingwood and turn it into what Champions has turned into over the last several decades their roads were compromised so I'm against it I don't want to see that happen. Thanks for setting up this comment line.

Frances A., resident

#### **Application ID 218**

*Project Sponsor - Harris County*

I'm calling about application ID number 218 Hamlin Road to Laurel Springs. I'm wondering what all the numbers mean as far as the planning score. I'm just wondering where it falls on the priority list basically. and if there's any anticipation of this being done any time soon. I live on the road and I'm not for it. One way or the other I would like to know though. please give me a call. Basically, I just want to know if it's gotten approved or what the status is I sure would appreciate it. Thank you so much.

Ramona R., resident

## **Citizens' Transportation Coalition**

### **H-GAC Draft 2045 Regional Transportation Plan comments**

The 2045 RTP's stated strategy to Expand does not fit well within CTC's application *Principle 2. Invest scarce transportation dollars where the people are now*. The Corridor Based Investments also do not comply with Principle 2.

There are incongruencies among the plans referenced in the extensive appendices.

The High Capacity Transit Task Force Report recommends increasing funding for high capacity transit and decreasing funding for highways which aligns well with Principle 2.

Below are comments on a selected few Appendices.

#### **Appendix B. Congestion Management Process Update of January 2015**

Metropolitan Planning Organizations (MPOs) such as H-GAC are federal organizations which were created to fulfill the EPA's mandates for the Clean Air Act Amendment of 1990. Congestion Management projects were supposed to improve air quality. This was often a way to justify widening highways: widen the highway, and there will be less congestion. Previously TxDOT used the Congestion Management Air Quality (CMAQ) process as an excuse to build wider highways to relieve congestion. There were no statutorily mandated performance reports associated with CMAQ and many highway projects were placed under the CMAQ process for funding based on the vague idea that the greater lanes would improve traffic flow and reduce air pollution.

This has changed with MAP-21 and FAST legislation<sup>1</sup> which expanded the process to multi-modal forms of transportation.

The H-GAC RTP draft, 04-05-19 sets forth H-GAC's plans for a Congestion Management Process that conforms to MAP-21 and FAST.

<http://2045rtp.com/documents/plan/2045-RTP-Executive-Summary.pdf>

---

<sup>1</sup> "Changes under MAP-21 and FAST have integrated performance into many Federal surface transportation programs and required the United States Department of Transportation (USDOT) to establish a set of national measures on which State DOTs must report performance or condition.<sup>3</sup> For the purpose of carrying out the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, MAP-21 required USDOT to establish measures for State DOTs to use to assess traffic congestion and on-road mobile source emissions.<sup>4</sup> To meet this requirement, FHWA finalized three performance measures (two congestion measures and one on-road mobile source emission reduction measure) in the National Performance Management Measures - Assessing Performance of the National Highway System, Freight Movement on the Interstate System, and Congestion Mitigation and Air Quality Improvement Program Final Rule<sup>5</sup> (PM3 regulation). Two Subparts of 23 CFR part 490, promulgated through the PM3 regulation, establish the performance measures for the CMAQ Program required by MAP-21: Subpart G (Measures to Assess the CMAQ Program – Traffic Congestion) and Subpart H (Measure to Assess the CMAQ Program – On-road Mobile Source Emissions).

"A Guidebook for Preparing Performance Plans for Metropolitan Planning Organizations", FHWA, 2017.



CTC supports the broader view that the law has forced H-GAC to take of congestion management processes: the process requires performance reports. This helps the public argue that a highway expansion will not provide actual increased flow of traffic, which we did previously in IH-45 scoping meeting comments.

The 2045 RTP employs three strategies as implementation tools for the performance measures.

MANAGE [System Management and Operations] ▪ Maximize the efficiency and effectiveness of the transportation system through data, technology, and policy solutions focused on reliability, continuity, and the transparent dissemination of information.

MAINTAIN [Asset Management] ▪ Improve and preserve the condition of the existing transportation infrastructure at the lowest practical cost through the application of sound asset management techniques to ensure a state of good repair.

EXPAND [Transportation Network Capacity] ▪ Add capacity across all modes of travel with a focus on the interconnections between different networks and services that provide users with greater choices.

Many projects considered by the 2045 RTP apply to more than one strategy. For example, widening projects would be considered “transportation and multimodal network expansion”, but also include extensive “state of good repair” investments. The total expenditure of the three strategies combined is an estimated \$132 billion. Figure 3-3 illustrates the investment by strategy. H-GAC RTP April 2019 draft ES-11-12.

CTC has some hope this categorization measures and mandatory performance reports will not just be used as an excuse to build new highways to the minimization or exclusion of other modes. We think that would pose a violation of FAST.

**Interchange reconstruction is one of CTC’s application metrics: Fix It First. We have applied this to interchanges for several major reconstruction projects.**

**Toll roads are part of this process. CTC has concerns with the funding of toll roads and the fare collections, but if there is sufficient accountability and sunshine, and if the lanes are shared as HOT lanes with public transit, toll roads are per se not unacceptable. The toll roads fund the space for the buses which could not pay for the space themselves.**

Some projects will be exempted from performance reports; for interchanges there appear to be no good reason for this exemption. Projects are exempt from a CMP analysis if the proposed project solves a safety or bottleneck problem.

The criteria for determining whether a project is categorized as a safety or bottleneck project is described at the end of this section. Safety projects are enumerated, but CTC has always been critical of major highway reconstructions: the complex and expensive interchanges are often put off for years posing safety and air quality issues. Meanwhile, mainlanes are expanded causing yet further congestion and air pollution and safety risks at the interchanges.

A summary of performance plans is tabulated in the FHWA guidance, below. Having a performance ranking is a good and bad thing. Performance rankings are difficult to compare one to one.

**Table 8. Example of Description of Projects in a CMAQ Performance Plan**

Project Category	Description of Projects	Applicable Pollutant	Year Anticipated for CMAQ Obligation	NOx Benefit (kg/day)	VOC Benefit (kg/day)	CO Benefit (kg/day)	PM <sub>2.5</sub> Benefit (kg/day)	PM <sub>10</sub> Benefit (kg/day)	Traffic Congestion Benefit? PHED	Traffic Congestion Benefit? NON - SOV
1. Transit projects	New bus vehicles to support new transit routes	Ozone	2018	10.5	7.83				No	Yes – increase non-SOV travel
2. Traffic flow improvement projects	Traffic signal synchronization for 5 different arterials.	Ozone	2019	0.953	0.487				Yes – reduced peak hour delay	N/A
3. Bicycle and Pedestrian projects	New bike lanes and improved crossings on 2 arterials	CO	2018			2.127			No	Yes – increased use of non-SOV
4. Traffic flow improvement projects	Traffic signal synchronization for 3 additional arterials.	Ozone	2020	1.734	0.932				Yes – reduced peak hour delay	No

MPOs must update the description of projects for iterations of the CMAQ Performance Plan with the State DOT Baseline Performance Period Report and State DOT Mid Performance Period Progress Report.<sup>87</sup> The updated description of projects may reflect any additional projects that became programmed for CMAQ funding, or that otherwise contribute to the achievement of traffic congestion targets, over the course of the performance period. The description of projects could also describe any changes to the projects, such as changes in scope and/or estimated emissions or congestion reductions.

## Appendix E. H-GAC's Regional Safety Plan

The Executive Summary states that there is a crisis in road safety, but the Plan does not seem to express the urgency that is needed to address a crisis. In fact, it does not even express the urgency that the *Draft Regional Active Transportation Plan* expresses regarding safety. The first recommendation of The Active Transportation Plan (Appendix H in the 2045 RTP) is to prioritize safety.

### Traffic Safety Improvement Strategies

The MPO Crash Reduction Targets listed in Table 6 (p.36) show “annual traffic crash and crash rate reductions for a five-year period, culminating in **a two percent reduction by 2022.**” This is an unacceptably low target and is not in alignment with the Active Transportation Plan’s Safety Strategy #7 to “Increase the number of Vision Zero communities in the region through technical assistance and sharing best practices.”

Many of the Implementation Actions and Goals are almost laughably unambitious. One example is: “Demonstrate to all road users the magnitude of the impact of impaired driving crashes” with the Action being, “Place signs along roadways showing the number of DWI/DUI crashes in high frequency crash locations,” and the Goal is “1 sign per year”.

The Regional Safety Plan was the product of several Councils and Committees and was undoubtedly watered down by the varying interests represented within those groups. The interests of the public would be better served by having more citizen representatives on those Councils and Committees. An example of this is the Technical Advisory Committee which does not really have a citizen interest group member. Citizen and Business interests are not the same and they should not be lumped together.

## Appendix H. Draft Regional Active Transportation Plan

This is an impressive effort. The Focus Area Methodology is a useful, if imperfect, analysis to determine where to prioritize Active Transportation planning and project funding. The Environmental Justice Areas criterion is a much-needed attempt to promote equity. Another factor to add to the equity consideration might be to determine if any of the pedestrian or bicycle focus areas are in well-funded Tax Increment Finance Zones. For example, both Midtown and Downtown Houston, which have been determined to be Pedestrian Focus Areas, are located within TIRZs that have funneled large amounts of property taxes directly back into relatively small geographic areas for decades.

The writers of the Plan acknowledge that the Focus Area Methodology is a work in progress and ask important questions such as “Can we add more nuance to the transit criteria in a way that prioritizes high-frequency transit stops and doesn’t punish areas without transit?” This is a good question. Similarly, an area with existing high intersection density is already primed to allow for better walking conditions in a manner that an otherwise comparable area with fewer intersections is not.

It’s significant that the writers point out that “.. Focus Areas are not intended to be used in a vacuum, but instead should be considered alongside local planning efforts, community input, and other data.” This is an important point. Two areas might have the same score derived from the Focus Area methodology, but could have vastly different conditions that give rise to those scores.

The analysis of the home zip codes of different types of unsafe drivers is fascinating and could be a key to figuring out how to change unsafe behaviors.

## **Appendix N. Regional Goods Movement Study from June 2013**

CTC had submitted comments on the Texas Freight Mobility Plan 2017 – Draft in October 2017, and we reiterate several of our comments here.

We support the optimization of delivery of goods throughout our region. CTC has a preference for rail due to its greater fuel efficiency, although the “last mile” requires flexible vehicles, and that largely means trucks. But we have issues regarding trucks per se and the trucking industry.

Several of CTC Principles apply to the Regional Goods Movement Study

CTC wishes to

- Promote freight and rail projects that will aid delivery and export of commerce and goods and service;
- Promote the upgrade and modernization of freight rail projects;
- Abate damage and harms to communities and property owners caused by transportation projects such as unlawful noise impacts and disruption of established communities and businesses by suboptimal project designs;
- Promote the use of better fuels, cleaner and more efficient, for trucks and rail

**Trucks and truck-like vehicles.** It is a CTC application principle that a metric must be fashioned to make sure trucks pay their fair share for direct use and externalities. Truck traffic is a significant cause of roadway congestion, and large trucks are the primary cause of roadway damage. Further, designing roadways bigger, wider, and stronger for trucks drives up construction costs. Truck permits and fees should be increased to capture a fair share of the costs caused by trucks. Of course, these fees should be passed on to those who use the truck's goods.

In recent years trucks have increasingly been used to transport hydrocarbons when pipeline construction could not keep up with the demand. These hydrocarbons are often transported from rural areas lacking adequate local or MPO funding to pay for the road damage and congestion trucks cause. While we are not opposed to the hydrocarbon industry, we do not think industries should be able to cause externalities that they do not pay for. We support surtaxes on the industries that cause such damage and to pay for safety appurtenances that are needed.

CTC thinks the trucking industry, our nation's largest employer, may become highly automated within 15 years, at least as to long haul. We do not think it is a good thing for so many people to lose their jobs. We do not know if the efficiencies will result in lower goods costs or actually improve safety and efficiency. While we prefer rail, there are not enough rail lines to provide the flexibility we need to transport goods and materials across the country.

**Rail upgrades.** CTC supports rail upgrades and track upgrades. We should invest, using modern funding mechanisms, in the advantages of freight rail. Each rail car takes as many as three trucks off Texas

highways, and one train can move one ton of cargo 436 miles on 1 gallon of fuel. Enabling more freight to move by rail will reduce congestion, improve safety on our roadways, reduce pollution, and minimize right-of-way requirements. But we do not know how to fund all of the upgrades and new rail crossings needed. Rail crossings can literally split communities and cause losses of productivity. We would also support modernization of scheduling programs. The trains were there first, and we must yield to their schedules. In several states, underpasses are mandated for car traffic. We currently have a few underpasses in Houston, but we need more to avoid impeding rail schedules and to help heal communities. Of course, flooding concerns should be evaluated.

Although we think rail safety should continue to be federally regulated, Texas voters authorized the Freight Rail Relocation & Improvement Fund in 2005, and it's time to fund it. This legislation might be amended to pay for local appurtenances such as underpasses.



# CITY OF HOUSTON

Houston Public Works

**Sylvester Turner**

Mayor

Carol Ellinger Haddock, P.E.  
Director  
P.O. Box 1562  
Houston, Texas 77251-1562

832-395-2500  
[www.publicworks.houstontx.gov](http://www.publicworks.houstontx.gov)

May 9, 2019

Mr. Alan Clark  
Director of Transportation Planning  
Houston-Galveston Area Council  
P.O. Box 22777  
Houston, TX 77227-2777

RE: 2045 Regional Transportation Plan – Public Comment

Dear Mr. Clark:

Houston Public Works (HPW) has reviewed the draft Houston-Galveston Area Council 2045 Regional Transportation Plan (RTP) and offers the following comments.

- **FM 526 & IH 10 Shared Use Path and Sidewalks (MPO ID 17074)**  
HPW recently submitted a TIP amendment request to modify the limit from Woodforest to Nola Ct. Please ensure that modification is reflected in the 2045 RTP.
- **Northwest Transit Connection (MPO ID 18024)**  
HPW requests that this project be moved outside of the TIP timeframe to allow for coordination between TxDOT/METRO/City of Houston for future transit improvements in the high capacity transit reserve identified in the US 290 Environmental Impact Statement (EIS).
- **Waugh Dr/Heights Blvd/Yale St (MPO ID 18142)**  
Update facility name to reflect "Waugh Dr/Heights Blvd/Yale St" rather than "CS" and correct initiative to reflect "Thoroughfare Development."
- **San Felipe (MPO ID 18094)**  
Correct initiative to reflect "Pedestrian/Bicycle."
- **Dairy Ashford Rd (MPO ID 2978)**  
Update Fiscal Year to 2025.
- **Richmond Ave (MPO ID 134)**  
Update Fiscal Year to 2025.
- **Hempstead Road (MPO IDs 11565, 11372, 11547, 11373, 13829, 11375, 11374)**  
As has been discussed with H-GAC and TxDOT, the City of Houston does not support the TxDOT proposal to move forward with any component of the proposed Hempstead Managed Lanes project. HPW requests on-going consultation regarding the scope of this project. The basis for City of Houston position on the proposed Hempstead Managed Lanes project is as follows.
  - The managed lanes included in the US 290 EIS were intended to be constructed prior to initiation of the major reconstruction of US 290 and serve as a reliever



route during US 290 construction. With completion of the US 290 project, that purpose is no longer valid.

- TxDOT has completed reconstruction of US 290 to include 5 mainlanes in each direction between IH-610 and SH 6. An adjacent, parallel access-controlled facility will increase single-occupant vehicle miles traveled at a time when the region is focused on increasing the availability and use of high capacity transit to reduce congestion and improve air quality.
- The EIS reserves 50 feet of right-of-way (ROW) for high capacity transit but that element is not addressed in the Hempstead Managed Lanes listing.
- Significant ROW acquisition is required for construction of the proposed frontage lanes and managed lanes. No commercial property will remain along the north/east side of the corridor.

Additionally, HPW has identified the following projects related to past planning efforts that can be removed from the 2045 RTP.

<b>MPO ID</b>	<b>Facility</b>	<b>From Limit</b>	<b>To Limit</b>
13616	BAYOU DR	BURNETT RD EXT	QUITMAN RD
12696	BISSONNET ST	DAIRY ASHFORD RD	SL 8
162	BOONE RD	ALIEF CLODINE	WESTPARK
14185	BUFFALO SPEEDWAY	FUQUA W	CITY LIMIT
13615	BURNETT ST	CHESTNUT ST	MAURY ST
14186	CALVALCADE RD	HOMESTEAD RD	LIBERTY RD
12709	CHIMNEY ROCK RD	OREM DR W	SL 8
10076	CITY OF HOUSTON	AT SOUTHWEST QUADRANT	
10077	CITY OF HOUSTON	VA	VA
10082	CITY OF HOUSTON	VA	VA
10086	CITY OF HOUSTON	VA	VA
10088	CITY OF HOUSTON	VA	VA
10089	CITY OF HOUSTON	VA	VA
10090	CITY OF HOUSTON	VA	VA
10091	CITY OF HOUSTON	VA	VA
13650	CITY OF HOUSTON	VA	VA
14187	FUQUA ST	SH 288	CULLEN BLVD

10039	HARRISBURG BLVD	AT HB&T RR	
13755	HIRAM CLARKE RD	SL 8	HIRAM CLARKE RD TERMINUS
86	HOLLISTER DR	CLAY RD	HAMMERLY HUNTINGTON ESTATES
13666	KEEGANS BAYOU TRAIL	KIRKWOOD	
115	MARTIN LUTHER KING BLVD	ALMEDA-GENOA	FUQUA
7677	OREM DR E	SH 288	CULLEN BLVD
14189	PARKER RD	WOODWICK	MESA
10063	QUITMAN ST	IH 45	STEVENS ST
18080	VA (FIBER OPTIC CABLE/COMM.)	VA	VA
351	WAYSIDE DR S	AIRPORT BLVD	OREM DR E
14190	WAYSIDE DR S	REED RD	AIRPORT BLVD
14191	WAYSIDE DR S	OREM	BW 8 S
165	WILCREST DR	MEMORIAL DR	BELLAIRE BLVD
10033	YORK ST	NAVIGATION BLVD	POLK ST

HPW appreciates the opportunity to review and comment on the draft 2045 RTP and looks forward to continued collaboration on regional transportation planning efforts in the Houston-Galveston region.

Should you have any questions, please feel free to contact Maureen Crocker at (832) 395-3222 or me at (832) 395-2461.

Sincerely,



Jeffrey S. Weatherford, P.E., PTOE  
Director  
Transportation & Drainage Operations

JW:MC:mc

**Before the  
Houston-Galveston Area Council**

---

**2045 Regional Transportation Plan**

---

**Comments of  
Delta Troy Interests, Ltd.**

---

Christina Papandreou, Managing Member  
DT-GP, LLC  
General Partner for:  
Delta Troy Interests, Ltd.  
3939 Hartsdale  
Houston, TX 77063

Karyn A. Booth  
David E. Benz  
Thompson Hine LLP  
Suite 700  
1919 M Street, N.W.  
Washington, DC 20036  
202.331.8800  
202.331.8330 (fax)

*Attorneys for Delta Troy Interests, Ltd.*

May 8, 2019

## TABLE OF CONTENTS

	<u>Page</u>
I. Identity and Interest of Delta Troy.....	2
II. Georgetown Oaks.....	2
III. General Policy and Goal Recommendations .....	5
A. The 2045 RTP Should Include the Goal of Respecting Landowners’ Rights and Pre-Existing Planning Efforts .....	5
B. H-GAC Should Not Recommend Financing for Private Transportation Projects That Are Not Developed in Cooperation with the Region.....	6
C. Proven Viability Should be Required Before Any Rail Project Proponent is Able to Use Eminent Domain .....	7
D. H-GAC Should Reiterate Its Commitment to Safety.....	9
IV. H-GAC Should Recognize the Serious Problems With the Current TCR Proposal.....	9
A. History Has Shown that TCR’s Representations are Questionable at Best .....	10
B. As Currently Proposed, the TCR Project Would Materially Compromise Safety .....	12
1. A “potentially fatal flaw” exists because the proposed TCR alignment would cause electromagnetic conflicts with adjacent freight rail.....	12
2. Motorists’ sightlines at intersections would be compromised.....	14
3. Grade separation of the UP freight rail line would be hampered .....	14
4. TCR has not adequately addressed flooding risks .....	15
C. The TCR Proposal Would Hinder Economic Development and Mobility .....	15
1. Freight rail access would be harmed.....	15
2. The project would hinder mobility across the entire west Houston area for decades.....	16
a. Road capacity increases would be foreclosed.....	16
b. The TCR proposal would likely prevent commuter rail along U.S. 290.....	18

D.	TCR Has Not Explained its Funding, Substantiated its Ridership Projections, or Shown that its Proposal is Viable .....	19
E.	If the TCR Project Moves Forward, an Alternate Routing of the TCR Line Should Be Used.....	21
V.	Conclusion .....	22

Tab 1 – List of Exhibits

**Before the  
Houston-Galveston Area Council**

---

**2045 Regional Transportation Plan**

---

**Comments of  
Delta Troy Interests, Ltd.**

---

Delta Troy Interests, Ltd. (“Delta Troy”) hereby submits these Comments to the Houston-Galveston Area Council (“H-GAC”) in response to the draft 2045 Regional Transportation Plan (“2045 RTP”) recently released to the public.<sup>1</sup> In these Comments, Delta Troy explains that the 2045 RTP is a crucial planning effort for the region in light of the need for carefully considered transportation that is coordinated with ongoing and likely land development already taking place in the Houston-Galveston area. H-GAC plays a critical role in advancing the greater public interest as part of planning for the future of the region.

As described herein, Delta Troy requests that the 2045 RTP acknowledge the importance of private property rights, reflect a desire to minimize impacts on existing and planned land uses, reiterate H-GAC’s commitment to safe transportation, and be very cautious about the use of eminent domain for proposals of uncertain viability. See Section III below. Delta Troy also describes its deep concerns with the specific passenger rail proposal being advanced by the Texas Central Railway (“TCR”) and its affiliated entities to develop an unprecedented multi-

---

<sup>1</sup> H-GAC requested comments from the public in a meeting held on April 24, 2019 and also via the 2045 RTP website at <http://www.2045rtp.com/public-comments.aspx>.



billion dollar high-speed rail system between Dallas and Houston. Given the grave problems with the TCR proposal as currently configured, H-GAC should not express approval of it and, in fact, should recommend rejection of the TCR project. As currently proposed, the TCR project would raise serious safety risks, stifle economic development, hinder mobility across the west Houston region for decades, and prevent commuter rail along the northwest corridor. See Section IV below. The proposal has inexplicably been developed with no regard for preexisting planning efforts in the area, such as the Houston Major Thoroughfare Plan and Delta Troy's own platted and approved project near U.S. 290 just east of Waller.

## **I. Identity and Interest of Delta Troy.**

Delta Troy owns approximately 993 acres of land (the "Property") in the extraterritorial jurisdiction of the City of Houston in northwestern Harris County, Texas. The Property was purchased by C.N. Papadopoulos in 1982 and conveyed to Delta Troy in 2002. The Property adjoins the north and south sides of U.S. Highway 290, a major highway between Houston and the City of Austin. It is currently leased for farming. However, as development has extended westward along the U.S. 290 corridor toward the Property, it became apparent several years ago that the highest and best use of the Property is a mixed-use development incorporating a variety of commercial and residential uses. Recognizing this, for many years Delta Troy has been proceeding with plans for the Georgetown Oaks master planned community on the Property.<sup>2</sup>

## **II. Georgetown Oaks.**

In 2006, Delta Troy engaged a land planning consultant to begin preparing development plans for the site it owns in northwestern Harris County, and Delta Troy has expended years of effort to move the project forward, using principles of mixed-use development and including a

---

<sup>2</sup> The "Georgetown Oaks" name has only been utilized since 2016 but, as described in Section II of these Comments, the planning and preparations have been continuing since 2006.

town center.<sup>3</sup> The Georgetown Oaks community is to have a mixture of residential and non-residential uses.<sup>4</sup> The residential land uses include traditional single family, multifamily, and townhome parcels, while the non-residential uses include commercial tracts, a business park, an industrial/corporate campus, a church site, and an elementary school. See Exhibit B (attached).

Delta Troy has successfully obtained numerous governmental approvals for the Georgetown Oaks project over the last decade. In 2007, a General Plan for Georgetown Oaks was submitted and approved by the City of Houston Planning Commission. See Exhibit A at p. 4. The General Plan shows specific platted streets, drainage areas, land use patterns, and related aspects of the Community. These elements must comply with Chapter 42, the land development ordinance of the City of Houston. Although Georgetown Oaks is not within the city limits of Houston, it is within the Extra-Territorial Jurisdiction of Houston, meaning that land development must comply with Chapter 42.<sup>5</sup>

In 2011, Delta Troy was able to secure the enactment of legislation forming Harris County Municipal Utility District No. 524, which encompasses the Georgetown Oaks site and will facilitate its development by allowing the issuance of bonds to finance the construction of roads, utilities, and other infrastructure. Creation of this Municipal Utility District (“MUD”) required passage of legislation through the Texas General Assembly.<sup>6</sup> MUD 524 was established for the Georgetown Oaks site as a result of House Bill 709 and Senate Bill 475, which were signed by the Governor on June 17, 2011.<sup>7</sup> A MUD is a political subdivision of the State of

---

<sup>3</sup> See, e.g., Exhibit A (Delta Troy Comments to FRA) at p. 4.

<sup>4</sup> See, e.g., Exhibit A at p. 4.

<sup>5</sup> See, e.g., <http://www.houstontx.gov/planning/Annexation/annexation.html>.

<sup>6</sup> See Exhibit A at p. 5.

<sup>7</sup> See Exhibit A at p. 5. See also <http://www.capitol.state.tx.us/BillLookup/History.aspx?LegSess=82R&Bill=HB709> and <http://www.capitol.state.tx.us/BillLookup/Actions.aspx?LegSess=82R&Bill=SB475>.

Texas that is authorized to provide water, sewage, drainage, and other utility-related services within the defined MUD boundaries.

Delta Troy has continued to work toward development of the Georgetown Oaks site over the past few years, with further refinements and details added to the project. Most recently, the updated Georgetown Oaks plan was filed with the Houston Planning Commission in October 2016, with approval granted in May 2017.<sup>8</sup> The approval did not include any conditions regarding the proposed TCR rail project; in fact, the “Platting Approval Conditions” do not even mention the TCR proposal.

A wide variety of other planning efforts have occurred. For example, officials from Delta Troy have discussed the need for frontage roads along U.S. 290 with the Texas Department of Transportation (“TxDOT”) for many years.<sup>9</sup> Delta Troy has also met with the Gulf Coast Freight Rail District (“GCFRD”) regarding rail station planning for a possible commuter rail line parallel to Hempstead Road (U.S. 290 business) and an existing Union Pacific Railroad Company (“UP”) freight rail line on the southern edge of the Georgetown Oaks site. The GCFRD added a possible commuter rail station location at “Waller East” in response to the interest expressed by Delta Troy.<sup>10</sup>

Plans for the development of the Georgetown Oaks community have been publicly available for several years. The General Plans were publicly filed with the City of Houston Planning Commission, and that same Commission issued approvals for the General Plans. The establishment of MUD 524 required legislation, the Governor’s signature, and statutory revisions under Texas law. As a result of all these efforts, Delta Troy has been ready and able to proceed

---

<sup>8</sup> See Exhibit A at page 5.

<sup>9</sup> See, e.g., Exhibit A at page 5.

<sup>10</sup> See, e.g., <http://www.gcf rd.org/docs/Presentation.Stakeholder1.pdf> (pages 8 and 11).

with the implementation of its development plans for the Property for several years, but it has been unable to do so due to the significant uncertainty associated with TCR's proposed rail line.

As a landowner who would be directly and severely impacted by the TCR rail proposal, Delta Troy is keenly interested in development of the 2045 RTP, including the policies and vision of the H-GAC as it envisions the future of transportation in the Houston-Galveston area.

### **III. General Policy and Goal Recommendations.**

#### **A. The 2045 RTP Should Include the Goal of Respecting Landowners' Rights and Pre-Existing Planning Efforts.**

Rail transportation is not an end in itself, nor does its usefulness exist in a vacuum. Instead, rail transportation is merely a tool utilized to facilitate the movement of goods and people and, ultimately, to enable the Texas economy to remain strong and competitive so that all Texans can benefit from their hard work and the economic opportunities available here. The strength of the Texas economy depends greatly on the rights of landowners to hold, develop, and use their land. To the extent these landowner rights are abrogated, the economy suffers and Texans' opportunities are constrained. Texans will not plan for the future, make investments, and foster a competitive economy if they cannot be sure of their plans for the future and their rights to land that they own. Rail projects can bring great benefits as tools to support economic growth, but they can also stifle and prevent that very growth if they disrupt and upend landowners' plans for their own land. This disruption becomes extreme when expansive, new-build rail projects of significant size (like that proposed by TCR) are envisioned.

The need to respect landowners' current and planned use of their land is even more pronounced when those landowners have expended the time and effort to integrate their land uses and plans in local planning documents and otherwise obtained government approvals for moving forward, as Delta Troy has done for well over a decade with its Georgetown Oaks

project. In other words, new rail projects should follow existing community planning documents. If a land development project has already been included in existing local or regional planning, then a subsequent rail proposal should not be permitted to interfere, interrupt, or destroy those existing plans and project developments. For all these reasons, H-GAC should include in the 2045 RTP a commitment to respecting the rights of landowners and existing local and regional planning efforts.

**B. H-GAC Should Not Recommend Financing for Private Transportation Projects That Are Not Developed in Cooperation with the Region.**

The Draft 2045 RTP acknowledges that new high-capacity transit projects in the region “will require revenue sources that do not currently exist.”<sup>11</sup> As part of the cooperative planning inherent in the H-GAC structure, any new high-capacity transit project should reflect the joint wishes of all members of the H-GAC. Indeed, the Draft 2045 states that the “region must ‘speak with one voice’ to lawmakers.”<sup>12</sup> New high-capacity transportation should be planned in coordination with ongoing land use developments, approved land use developments, and other transportation providers to ensure that the region is not working at cross purposes.

For these reasons, H-GAC and the region as a whole should be careful regarding privately-promoted transportation projects that do not reflect the region’s joint wishes and that were not planned in cooperation with other land use developments in the area. The H-GAC should not recommend financing or support for privately-promoted transportation projects that are developed in a “lone ranger” fashion in isolation from the region’s wishes, needs, and ongoing land use decisions.

---

<sup>11</sup> Draft 2045 RTP, High Capacity Task Force Report at p. 7.

<sup>12</sup> Draft 2045 RTP, High Capacity Task Force Report at p. 7.

**C. Proven Viability Should be Required Before Any Rail Project Proponent is Able to Use Eminent Domain.**

The power to forcibly seize citizens' land is one of the most extreme powers of government. Even more extreme is when the government allows private entities to benefit from the authority of eminent domain. Freight rail transportation has a long and successful history in Texas and, as a consequence, railroads can utilize the power of eminent domain in Texas under certain circumstances. However, this eminent domain is sparingly used. Most freight rail corridors in the Houston-Galveston area largely pre-date the heavy population growth that has occurred here since the early 20th century, and only occasional minor rail construction occurs to augment these existing freight corridors. Given the valuable role of freight railroads in the Texas economy, this occasional use of eminent domain for relatively minor rail projects is a compromise between the rights of landowners and the broad public benefits of freight rail service as provided through longitudinal rail corridors. All Houston and Galveston area residents benefit from freight rail, both in the commodities shipped by rail – such as consumer products, chemicals, and other products that make the conveniences of modern life possible – and also in the fact that freight trains reduce the need for trucks on local roads.

H-GAC should be vigilant to maintain and support this carefully balanced compromise. The successful history of Texas freight rail and its judicious use of eminent domain should not be the basis for dramatically sweeping property seizures for an expansive new-build boutique passenger rail project of hundreds of miles in length and ultimately dubious viability. Current intercity passenger rail in Texas provides an infinitesimal percentage of all intercity trips. In the



entire state, intercity passenger rail ridership was only 409,000 in 2014<sup>13</sup> – or a little more than 1,000 persons per day – and this includes interstate travelers leaving from or arriving in Texas.

Given the extreme paucity of current intercity passenger rail in Texas, H-GAC should only recommend new-build passenger rail projects if they have substantiated funding sources and ridership projections. In short, new-build passenger rail projects should prove their viability before the power of eminent domain is made available to them. In contrast to the widespread public benefits of freight rail, the TCR boutique rail service would likely only serve a few passengers.

Whether or not TCR has the right of eminent domain is a significant public interest concern for the entire region given that TCR is a private entity that merely calls itself a railroad despite having no tracks, locomotives, passengers, or federal operating authority.<sup>14</sup> In fact, TCR has been involved in state court litigation regarding whether it is actually a railroad and qualifies to use eminent domain under state law.<sup>15</sup> Although actual eminent domain proceedings occur in court pursuant to established procedures, H-GAC may be asked or have input regarding whether the TCR project should be supported or recommended for the Houston-Galveston area. As described in these Comments, H-GAC should not recommend the TCR proposal as currently configured.

---

<sup>13</sup> Texas Department of Transportation, 2016 Texas Rail Plan, Executive Summary at p. 6.

<sup>14</sup> TCR's request for federal operating authority was dismissed due to lack of jurisdiction in Texas Central Railroad and Infrastructure, Inc. et al. – Petition for Exemption – Passenger Rail Line Between Dallas and Houston, Tex. STB Docket No. 36025 (served July 18, 2016). TCR has petitioned the STB to reopen the proceeding, but there has not yet been a decision regarding whether reopening will occur.

<sup>15</sup> Miles v. Texas Central Railroad & Infrastructure, Inc. et al., Cause No. 16-037CV, Parcel TX-LE-066.320 (87th District Court) (Leon County, TX, Feb. 7, 2019). Delta Troy is not aware of the judge signing the relevant order in the Miles case, but the court coordinator's correspondence to the attorneys is attached as Exhibit C hereto. The correspondence states that the judge found that the subject TCR entities "are not a railroad or interurban electric railway company."

**D. H-GAC Should Reiterate Its Commitment to Safety.**

Transportation is of dubious value if it is not safely provided. When transportation is not safe, any benefits of that transportation would be obviated by the risks, injuries, and property damage that result from accidents. H-GAC has appropriately included safety as one of the goals in the Draft 2045 RTP.<sup>16</sup> With any sort of land-based transportation, safety is compromised if that transportation is developed and planned in isolation, without consideration for impacts on land use, other transportation systems, and potential conflicts with such land use and other transportation. In the Draft 2045 RTP, H-GAC should reiterate its commitment to safety, and acknowledge that transportation planning must be done in a cooperative manner to accommodate existing and likely future land uses.

**IV. H-GAC Should Recognize the Serious Problems With the Current TCR Proposal.**

As H-GAC is aware, TCR has recently been promoting a new-build high-speed rail passenger line between Dallas and Houston. This rail line would feature Japanese technology, be completely separated from the existing rail network, and would, according to TCR, transport millions of passengers every year. There is nothing inherently wrong with passenger rail, high-speed rail, or high-speed rail between Dallas and Houston. However, the current TCR proposal is seriously flawed in many respects, and H-GAC should not countenance the further pursuit of this deeply problematic proposal as currently configured. H-GAC input on the TCR proposal, whether in the 2045 RTP or elsewhere, is warranted so that that the greater public interest is represented in the face of the public relations effort of TCR and its private promoters and backers.

---

<sup>16</sup> Draft 2045 RTP, Executive Summary at p. 10.

**A. History Has Shown that TCR's Representations are Questionable at Best.**

TCR has been promoting its proposed rail line for several years, but the facts and details surrounding the proposal have never been fixed or certain. For example, TCR previously stated that its project would be 100% privately-funded: as part of the ongoing environmental review process, TCR asserted that “[a]s this is a privately developed project, **we are not seeking public funding.**”<sup>17</sup> Similarly, the Congressional Research Service found that TCR asserted in October 2016 that “[t]his project is not backed by public funds.”<sup>18</sup> However, the TCR website now admits that “**the project will explore....federal loan programs,**”<sup>19</sup> and commentators have begun addressing TCR's “fuzzy” definition of private funding.<sup>20</sup>

The timeline for rail development and operation has continued to lag behind TCR's statements. In the state-wide 2016 Rail Plan, the Texas Department of Transportation (“TxDOT”) noted that “[c]onstruction is expected to commence in 2017.”<sup>21</sup> Despite this plan, however, construction has not yet begun. Financing has also been a problem for TCR. A few years ago, TCR informed the federal Surface Transportation Board (“STB”) that the proposal was estimated to cost “over \$10 billion,” with rail service to start in 2021.<sup>22</sup> However, the cost estimate was later estimated at \$16.5 billion +/- \$1.5 billion, with the rail service not anticipated

---

<sup>17</sup> See Federal Railroad Administration, Draft Environmental Impact Statement, Appendix F, TCRR Constructability Report, Chapter 8, page 34 (emphasis added) (December 2017).

<sup>18</sup> See Congressional Research Service, The High-Speed Intercity Passenger Rail (HSIPR) Grant Program: Overview, R44654 at page 13 (Oct. 18, 2016).

<sup>19</sup> <https://www.texascentral.com/rumors-vs-reality/project-financing/> (emphasis added).

<sup>20</sup> Nicholson, Eric, “Texas Central Railway’s Fuzzy Definition of ‘Privately Financed,’” DALLAS OBSERVER (Aug. 11, 2015), available at: <http://www.dallasobserver.com/news/texas-central-railways-fuzzy-definition-of-privately-financed-7479867>.

<sup>21</sup> Texas Department of Transportation, 2016 Texas Rail Plan, at p. 3-17.

<sup>22</sup> See STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc. et al. – Authority to Construct and Operate – Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV, Petition for Exemption (filed April 19, 2016) at page 4.

to begin until late 2023.<sup>23</sup> Just a few months ago, a news article in Texas used a cost figure of \$20 billion and an in-service date of 2024.<sup>24</sup>

The cost escalation and delay problems that have plagued the TCR proposal indicate that H-GAC and all officials in the Houston-Galveston region should be very cautious regarding TCR's assertions and the entire project. California's experience with high-speed rail is instructive on this point, and shows that TCR's problems are typical of expansive new high-speed rail projects. When originally proposed in 2008, Phase 1 of the CHSR project (San Francisco to Los Angeles) was to be complete by 2021 and cost \$33 billion.<sup>25</sup> Later, completion was pushed to 2033 and the estimated cost more than doubled to \$77 billion.<sup>26</sup> State and federal audits of the CHSR project occurred.<sup>27</sup> Finally, California Governor Gavin Newsom recently stated that the state would not finish the project, but instead will focus on a much smaller segment.<sup>28</sup>

---

<sup>23</sup> See Federal Railroad Administration, Draft Environmental Impact Statement, Appendix F, TCRR Constructability Report, Appendix A8 (December 2017) (revealing a price of \$16.5 billion +/- \$1.5 billion, and "revenue service" starting at the very end of 2023).

<sup>24</sup> Maresh, Michael, "Harris takes aim at high-speed rail project" PALESTINE HERALD-PRESS (Palestine, TX) (Feb. 8, 2019).

<sup>25</sup> California High-Speed Train, 2008 Business Plan (Nov. 2008), at pages 19-21; available at: [http://www.hsr.ca.gov/docs/about/business\\_plans/BPlan\\_2008\\_FullRpt.pdf](http://www.hsr.ca.gov/docs/about/business_plans/BPlan_2008_FullRpt.pdf). See also Gutierrez, Melody, "California high-speed rail project facing more delays, higher costs" (March 9, 2018), available at: <https://www.sfgate.com/politics/article/California-high-speed-rail-project-facing-more-12741787.php>.

<sup>26</sup> California High-Speed Rail Authority, Draft Revised 2018 Business Plan, at page 33; available at: [http://www.hsr.ca.gov/docs/about/business\\_plans/Draft\\_Revised\\_2018\\_Business\\_Plan.pdf](http://www.hsr.ca.gov/docs/about/business_plans/Draft_Revised_2018_Business_Plan.pdf).

<sup>27</sup> Vartabedian, Ralph, "Legislature approves first state audit of bullet train project since 2012" LOS ANGELES TIMES (Jan. 30, 2018). Ronayne, Kathleen, "High-speed rail project faces federal audit" Associated Press, THE MERCURY NEWS (San Jose, CA) (April 13, 2018).

<sup>28</sup> Shephardson, David, California will not complete \$77 billion high-speed rail project: governor" REUTERS (Feb. 12, 2019), available at <https://www.reuters.com/article/california-governor-rail/california-will-not-complete-77-bln-high-speed-rail-project-governor-idUSL1N2071FE>.

**B. As Currently Proposed, the TCR Project Would Materially Compromise Safety.**

**1. A “potentially fatal flaw” exists because the proposed TCR alignment would cause electromagnetic conflicts with adjacent freight rail.**

The Texas legislature is currently considering House Bill 1986, which would amend the Texas Transportation Code. As part of this consideration, the House Transportation Committee recently heard testimony from Union Pacific Railroad Company (“UP”), which has extensive operations in the Houston-Galveston area and is, by some measures, the largest railroad in the United States. Rail freight transportation by UP through the Houston-Galveston region is critical to keeping businesses operating, the economy healthy, and the roadways free of trucks when possible. As UP says, “[o]ne train can take several hundred trucks off Texas’s already congested highways.”<sup>29</sup> Among other commodities, UP transports consumer products, chemicals, polymers and plastics, stone and gravel, petroleum products, and other commodities across Texas in its freight trains.<sup>30</sup> UP originated over 1.2 million rail cars in Texas during 2018, and terminated over 1.0 million rail cars in the state during the same year.<sup>31</sup>

The operation of a modern freight railroad such as UP, with hundreds of miles of track across the Houston-Galveston region, requires careful planning and communication to ensure that trains safely avoid not just each other, but also automotive traffic at grade crossings and maintenance crews keeping the tracks in good condition. The communication that ensures safe rail service is sometimes simply called “signaling,” and it represents carefully calibrated

---

<sup>29</sup> Union Pacific in Texas, Exhibit D at p. 2.

<sup>30</sup> Union Pacific in Texas, Exhibit D at p. 1 (mentioning commodities such as Intermodal-Wholesale, Plastics, Stone and Gravel, and Industrial Chemicals as well as service to refineries).

<sup>31</sup> Union Pacific in Texas, Exhibit D at p. 1.

technology. As UP itself states:

Union Pacific's rails are technological runways enhanced with GPS, specialized sensors and, in some areas, Positive Train Control (PTC). PTC is an advanced system designed to automatically stop a train before certain incidents occur, such as train-to-train collisions and derailments caused by excessive speed or movement through misaligned track switches.

See Union Pacific in Texas, Exhibit D at p. 1. The PTC requirement resulted from Congress' passage of the Rail Safety Improvement Act of 2008, which was signed into law on October 16, 2008. Public Law 110-432 (now found largely at 49 U.S.C. § 20157). PTC regulations were originally finalized in early 2010 by the Federal Railroad Administration and were later amended several times.<sup>32</sup> PTC is a landmark safety measure designed to increase safety on both freight and passenger railroads.

This brief background regarding UP operations is crucial to understanding UP's testimony to the House Transportation Committee, where UP expressed serious misgivings about the TCR proposal.<sup>33</sup> Most importantly, UP stated:

Of greatest concern to Union Pacific, and a **potentially fatal flaw** to the proposed route, is the **inherent electromagnetic interference** between the low voltage current used by freight railroads and the high voltage current required for TCR's operation. Freight railroad signaling and traffic control systems – the systems that drive basic operating and safety functions, like gates at railroad crossings – **depend on the absolute integrity of low voltage current** that flows through our tracks.

See Union Pacific Testimony on HB 1986, Exhibit E at p. 1 (emphasis added). UP's concern stems from TCR's proposal to build its high-voltage electrically-powered passenger line immediately adjacent to the pre-existing UP freight rail line along U.S. 290 northwest of

---

<sup>32</sup> See FR 2598 (Jan. 15, 2010), 75 FR 59108 (Sept. 27, 2010), 77 FR 28285 (May 14, 2012), and 79 FR 49693 (Aug. 22, 2014). The regulations are primarily found at 49 CFR Parts 229, 234, 235, and 236.

<sup>33</sup> As part of its testimony, UP took pains to clarify that "[i]t may be possible that all of these concerns can be addressed. But four years after raising our concerns with Texas Central, we still have seen little attempt at resolution." Union Pacific Testimony on HB 1986, Exhibit E at p. 2.



Houston.<sup>34</sup> As stated by UP, “[t]his close proximity.....creates a high risk of electromagnetic interference.”<sup>35</sup> This interference “could affect gates and lights at crossings.”<sup>36</sup> UP raised these concerns with TCR more than four years ago, but “TCR has not shown any progress toward addressing this fatal flaw.”<sup>37</sup>

## **2. Motorists’ sightlines at intersections would be compromised.**

UP also expressed serious concerns about TCR’s proposed viaduct structure along Hempstead Road alongside the preexisting UP rail line. UP’s engineers and safety experts determined that this viaduct structure could “reduce motorists’ ability to see and react to oncoming trains along the entire Hempstead Highway corridor.”<sup>38</sup> That is, the TCR viaduct structure would increase the risk of collisions between motorists and UP freight trains at grade crossings. Obviously, grade crossing gates, lights, and audible warnings are intended to prevent such collisions, but electromagnetic interference from TCR’s high-voltage catenary system may prevent proper functioning of the grade crossing warning systems, as UP has warned.

## **3. Grade separation of the UP freight rail line would be hampered.**

Potential grade crossing conflicts between UP freight trains and vehicular traffic could also be prevented by grade separation projects at the intersecting points. These projects are generally expensive and locating the funding sources is always a challenge. Nevertheless, they are an option if funding is available. Unfortunately, the current TCR proposal “could preclude the separation of road and railroad, even on the routes that Houston has identified as future

---

<sup>34</sup> The area where TCR proposes to construct immediately adjacent to UP is the full TCR route east of approximately Fry Road in the Cypress area. See, e.g., Federal Railroad Administration, Draft Environmental Impact Statement, Project Footprint, Segment 5, Sheets 507 to 529 (December 2017).

<sup>35</sup> Union Pacific Testimony on HB 1986, Exhibit E at p. 1.

<sup>36</sup> Union Pacific Testimony on HB 1986, Exhibit E at p. 1.

<sup>37</sup> Union Pacific Testimony on HB 1986, Exhibit E at p. 1.

<sup>38</sup> Union Pacific Testimony on HB 1986, Exhibit E at p. 1.

thoroughfares that will be needed to serve growing neighborhoods.”<sup>39</sup> In other words, grade separation bridges would be prevented by the large viaduct proposed by TCR in such close proximity to Hempstead Road and the UP freight rail line.

#### **4. TCR has not adequately addressed flooding risks.**

Safety is a crucial component of any transportation project, and no one needs to remind Texans that water drainage and flooding are safety issues. Hurricane Harvey and its devastating effects on southeastern Texas occurred at the same time as environmental review of the TCR proposal, yet the TCR Draft Environmental Impact Statement makes no mention of the hurricane or the regulatory changes being considered in its aftermath. Construction of a new-build rail line of over 200 miles, much of which would be built on a landscaped berm, would dramatically affect water drainage in the Houston area, yet TCR has not adequately addressed flooding, drainage, and water flow issues.<sup>40</sup>

### **C. The TCR Proposal Would Hinder Economic Development and Mobility.**

#### **1. Freight rail access would be harmed.**

The Houston-Galveston region is projected to add nearly four million new residents by 2045.<sup>41</sup> In conjunction with this population increase, businesses, industries, commercial development, and jobs will all see significant growth alongside residential development. These businesses and industries will need transportation options to survive and thrive in a competitive national and global marketplace. Freight rail is often the best transportation option, particularly for large, heavy, or hazardous commodities. Moreover, freight rail also has the added benefit of keeping the roadways free of trucks, reducing vehicle emissions, and increasing energy

---

<sup>39</sup> Union Pacific Testimony on HB 1986, Exhibit E at p. 1-2.

<sup>40</sup> See, e.g., Exhibit A at p. 21-26.

<sup>41</sup> Draft 2045 RTP at p. 4-1.

efficiency. Therefore, long-range development planning in the region must preserve and foster the use of freight rail.

Unfortunately, the current configuration of the TCR proposal would preclude freight rail access to existing and new industries locating in the booming area northwest of Houston. As stated by UP:

the proposed [TCR] route would **prevent rail service to future businesses** because it would create a **permanent obstacle** that prohibits the freight railroad from reaching future industry. The area west of Houston is seeing tremendous growth in warehousing and industry. Those types of businesses frequently require rail transportation as an alternative option to trucks. TCR's failure to address future development in this area will be an **impediment to economic growth**, and will **increase truck congestion** in the region.

Union Pacific Testimony on HB 1986, Exhibit E at p. 2 (emphasis added). TCR proposes to construct a miles-long embankment through a large part of the west Houston area,<sup>42</sup> thereby precluding future freight rail service from UP to businesses and industries that may currently be located (or soon locate) on the “wrong side” of the embankment. As UP itself states, this embankment will be “an impediment to economic growth.”

**2. The project would hinder mobility across the entire west Houston area for decades.**

**a. Road capacity increases would be foreclosed.**

Unfortunately, the current TCR proposal was developed without regard for preexisting plans, platted development projects, approved road corridors, and region-wide planning

---

<sup>42</sup> The area where TCR proposes to construct an embankment is its proposed route south of U.S. 290 business (Hempstead Road) and west of Fry Road, with a short section of viaduct in the middle. See, e.g., Federal Railroad Administration, Draft Environmental Impact Statement, Project Footprint, Segment 5, Sheets 493 to 499 and 504 to 506 (December 2017).

processes. Delta Troy described many of these preexisting planning efforts in comments submitted to the Federal Railroad Administration.<sup>43</sup>

A professional planning firm recently undertook a detailed analysis of the TCR proposal, with a focus on the relationship between the proposal and the 2018 Houston Major Thoroughfare Plan (“MTFP”). The planning firm discovered eleven locations just in the Georgetown Oaks area where the TCR proposal did not account for the roadways platted in the 2018 MTFP.<sup>44</sup> These eleven locations represent road extensions and new roadways that have been adopted in the MTFP to ensure an adequate transportation system in the west Houston area for the coming decades. As the Houston-Galveston area adds nearly four million new residents in the next 26 years, inevitable road capacity increases will be necessary, as H-GAC has recognized. See, e.g., Draft 2045 RTP at p. 5-6 (“The regional demographic and growth trends forecasted in the 2045 RTP clearly show the transportation network will need to grow to accommodate more people and vehicles in the future.”). TCR’s failure to account for these roadway plans would result in a serious mobility crisis in west Houston area if the TCR project moves forward.

A second example is warranted here. The current TCR proposal envisions a viaduct immediately adjacent to U.S. 290 for the entire TCR route east of Fry Road (in the Cypress area) toward Houston.<sup>45</sup> This viaduct would likely prevent future capacity increases along and adjacent to U.S. 290 for not just U.S. 290 itself, but also its intersections and interchanges. As the Houston area expands and grows significantly over the next several decades, the viaduct proposed by TCR immediately adjacent to U.S. 290 would hinder that capacity expansion.

---

<sup>43</sup> See Exhibit A at p. 6-14.

<sup>44</sup> See Exhibit F attached hereto. The planning firm only evaluated the Georgetown Oaks area, meaning that many more similar “conflict” locations likely exist throughout the region.

<sup>45</sup> See, e.g., Federal Railroad Administration, Draft Environmental Impact Statement, Project Footprint, Segment 5, Sheets 507 to 529 (December 2017).

In brief, the berm and viaduct proposed by TCR would preclude movement across the entire west Houston region, which would be compounded by resistance to road-building through the Katy Prairie Conservancy land. As currently proposed, construction of the TCR system would funnel the growing traffic in the west Houston region onto a few roadways, exacerbating already problematic traffic conditions in that area.

**b. The TCR proposal would likely prevent commuter rail along U.S. 290.**

Commuter rail has long been a possibility along the U.S. 290 corridor to the northwest of Houston, which is a rapidly growing part of the metropolitan area.<sup>46</sup> However, UP has resisted the idea that commuter rail trains could use its busy freight rail line paralleling U.S. 290.<sup>47</sup> Reflecting this resistance, the Gulf Coast Rail District analyzed commuter rail adjacent and parallel to the UP rail line, but not actually on the UP tracks.<sup>48</sup> If TCR constructs its proposed viaduct immediately adjacent to the UP rail line, there may be no room remaining for the separate commuter rail right-of-way that is proposed for the same parallel alignment. H-GAC has already acknowledged this conflict in the Draft 2045 RTP, stating that commuter rail is retained as a future possibility “pending confirmation that [the] line remains feasible if TCHSR

---

<sup>46</sup> See, e.g., Draft 2045 RTP, High Capacity Task Force Report, Attachment 7 (“Capital Components of Priority Network”) (showing proposed “U.S. 290 Commuter Line”).

<sup>47</sup> See, e.g., Begley, Dug, “Officials narrowing options for commuter rail lines,” HOUSTON CHRONICLE (July 8, 2014), available at <https://www.houstonchronicle.com/news/transportation/article/Officials-narrowing-options-for-commuter-rail-5631622.php> (after acknowledging UP’s stated desire to keep its rail lines for freight only, journalist concludes that it is “clear....that commuter trains will not share any track with local freight railroads, or buy any of their land”).

<sup>48</sup> Gulf Coast Rail District, Regional Commuter Rail Feasibility Study, Final Report at p. 8-14 (February 2015), available at [http://www.gcrd.net/docs/CR\\_Feasibility\\_Final\\_Report\\_FEB\\_2015.pdf](http://www.gcrd.net/docs/CR_Feasibility_Final_Report_FEB_2015.pdf).

is constructed.”<sup>49</sup> Commuter rail would provide service to many more Houston-area residents than the proposed TCR project. Commuter rail would have numerous stations in the region (not just one), be more accessible to more residents of the Houston-Galveston region, and create station-area development opportunities at numerous locations along its route.

**D. TCR Has Not Explained its Funding, Substantiated its Ridership Projections, or Shown that its Proposal is Viable.**

Irreversible harm to communities, wildlife, and the land itself would ensue if TCR were to begin constructing its proposed rail line but failed to finish it or abandoned it at some point after completion, as the California experience confirms more and more each day. The proposal is not a minor rail construction addition by an established railroad with a long history of successful service. In contrast, it is an epic, “significant and....first of its kind”<sup>50</sup> rail project proposed by an entity that has no current rail operations, no track record, and no ongoing revenue source. TCR proposes to build an entirely-new multi-billion dollar passenger rail project in a state with an extensive and deeply-ingrained “decentralized pattern of development and a limited transit network.”<sup>51</sup> Given the decentralized land development in Texas, possible passenger rail corridors in Texas are not rated as highly as those in the northeastern United States or California.<sup>52</sup> Texas would first need to fundamentally change its land development patterns, focusing on transit-oriented development, and develop comprehensive local transit networks

---

<sup>49</sup> Draft 2045 RTP, High Capacity Task Force Report, Attachment 7 (“Capital Components of Priority Network”).

<sup>50</sup> STB Docket No. 36025, Texas Central Railroad and Infrastructure, Inc. et al. – Authority to Construct and Operate – Petition for Exemption From 49 U.S.C. § 10901 and Subtitle IV, Petition for Exemption, Verified Statement of Timothy B. Keith, CEO of Texas Central Partners, LLC, page 5 (filed April 19, 2016).

<sup>51</sup> Texas Department of Transportation, 2016 Texas Rail Plan, at p. 3-14.

<sup>52</sup> Texas Department of Transportation, 2016 Texas Rail Plan, at p. 3-14.



before a multi-billion dollar intercity passenger rail system would have a chance of success.<sup>53</sup>

Commuter rail along U.S. 290 would be one step toward that development.

Crucially, the TCR proposal is a privately-backed speculative endeavor, meaning that it has not been subject to the normal openness and free accessibility of information that occurs in government projects like the California High-Speed Rail system.<sup>54</sup> TCR has admitted that its motives with the rail proposal largely center around real estate development near the station locations, and not transportation.<sup>55</sup> In a refreshingly candid remark, TCR's real-estate partner responded to criticism about the rail proposal being merely a real estate venture being pushed by speculators looking to make money by saying that "I hope they do, because I'm one of them! I hope they're right about that."<sup>56</sup>

Coupled with the absence of meaningful intercity rail in Texas today, TCR's lack of history means that H-GAC and all area officials should require TCR to substantiate its funding and ridership projections before providing any encouragement to TCR. The uncertainty surrounding this proposal is already causing harms to landowners such as Delta Troy, and Texas officials should carefully evaluate the assertions and claims supporting the TCR proposal before the consequences of this epic, unprecedented project cause harms which are irreversible. Officials in the Houston and Galveston area should engage in a thorough vetting of the proposal

---

<sup>53</sup> Cf. Texas Department of Transportation, 2016 Texas Rail Plan, at page 3-14 ("Continued expansion of transit networks combined with Transit Oriented Development could lay the foundation for the success of high-speed rail.").

<sup>54</sup> The California rail proposal was also subject to a statewide referendum in 2008.

<sup>55</sup> See, e.g., Exhibit G attached hereto (TCR press release, Feb. 6, 2015) ("an independent development company" is the driving force behind the proposal, and TCR is planning development of areas "surrounding" the Dallas station location with Matthews Southwest, a "private real-estate development company").

<sup>56</sup> See Exhibit H attached hereto (article from D MAGAZINE, "Developer Says Bullet-Train Project Will 'Change the Way People Think About the Center of Dallas'") (April 26, 2017).

to prevent substantial and irreversible harms to landowners, citizens, the economy, governance, wildlife, and the land itself in Texas.

**E. If the TCR Project Moves Forward, an Alternate Routing of the TCR Line Should Be Used.**

As described in this Section IV, there are serious problems with the currently proposed TCR alignment as UP and others have recognized.<sup>57</sup> However, alternative alignments could alleviate these problems, such as a routing alongside Interstate 45. An alternative alignment would also enable the TCR service to end at a station in downtown Houston, thus maximizing its value to the region, rather than the northwest Houston station currently proposed. The commercial heart of the Houston region is downtown, which is also the center of the city's light rail system. A downtown station would enable a broad swath of the Houston area to have easy access to TCR service; otherwise, expensive additional transportation projects – such as Bus Rapid Transit<sup>58</sup> or a new light rail line – would be needed to reach the proposed northwest Houston station from downtown.

---

<sup>57</sup> Alternative alignments are being supported by groups such as Reroute the Route. See <https://reroutetheroute.com>.

<sup>58</sup> See, e.g., Begley, Dug, “Metro must make case for bus rapid transit without something to show voters,” HOUSTON CHRONICLE (May 3, 2019), available at [https://www.houstonchronicle.com/news/transportation/article/Metro-must-make-case-for-bus-rapid-transit-13815260.php?utm\\_source=newsletter&utm\\_medium=email&utm\\_campaign=HC\\_AfternoonReport&utm\\_term=news&utm\\_content=headlines](https://www.houstonchronicle.com/news/transportation/article/Metro-must-make-case-for-bus-rapid-transit-13815260.php?utm_source=newsletter&utm_medium=email&utm_campaign=HC_AfternoonReport&utm_term=news&utm_content=headlines).

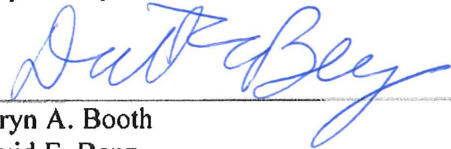
**V. Conclusion.**

As described above, H-GAC plays a critical role in ensuring consideration of the greater public interest in planning decisions across the Houston-Galveston region. H-GAC should use the 2045 RTP to acknowledge the importance of private property rights, describe the need to minimize impacts on existing and planned land uses, reiterate its commitment to safe transportation, and be very cautious about the use of eminent domain for proposals of uncertain viability. H-GAC should also recommend rejection of the TCR project as currently proposed. Delta Troy appreciates the opportunity to submit these Comments regarding development of the 2045 RTP.



Christina Papandreu, Managing Member  
DT-GP, LLC  
General Partner for:  
Delta Troy Interests, Ltd.  
3939 Hartsdale  
Houston, TX 77063

Respectfully submitted,



Karyn A. Booth  
David E. Benz  
THOMPSON HINE LLP  
1919 M Street, N.W., Suite 700  
Washington, D.C. 20036  
(202) 331-8800

*Attorneys for Delta Troy Interests, Ltd.*

May 8, 2019

# TAB 1

## **LIST OF EXHIBITS**

Exhibit A – Delta Troy’s Comments to the FRA (March 9, 2018)

Exhibit B – Georgetown Oaks Development Plan

Exhibit C – Court coordinator’s correspondence to the attorneys (February 08, 2019), in Miles v. Texas Central Railroad & Infrastructure, Inc. et al.

Exhibit D – Union Pacific in Texas

Exhibit E – UP Testimony on HB 1986

Exhibit F – TCR roadway conflict and impact map

Exhibit G – TCR Press Release (February 6, 2015)

Exhibit H – D MAGAZINE, “Developer Says Bullet-Train Project Will ‘Change the Way People Think About the Center of Dallas’” (April 26, 2017)

# EXHIBIT A

**Before the  
Federal Railroad Administration**

---

**Dallas to Houston High-Speed Rail**

---

**Draft Environmental Impact Statement**

---

**Comments of  
Delta Troy Interests, Ltd.**

---

Christina Papandreou, Managing Member  
DT-GP, LLC  
General Partner for:  
Delta Troy Interests, Ltd.  
3939 Hartsdale  
Houston, TX 77063

Karyn A. Booth  
David E. Benz  
Andrew L. Kolesar  
Thompson Hine LLP  
Suite 700  
1919 M Street, N.W.  
Washington, DC 20036  
202.331.8800  
202.331.8330 (fax)

*Attorneys for Delta Troy Interests, Ltd.*

March 9, 2018



## TABLE OF CONTENTS

	<u>Page</u>
TABLE OF CONTENTS.....	i
I. Summary of Argument .....	1
II. Identity and Interest of Delta Troy.....	3
III. Georgetown Oaks.....	4
IV. The DEIS Violates Several Regulatory Requirements .....	6
A. The DEIS Violates 40 CFR §§ 1502.16(c) and 1506.2(d) Because It Fails to Take Into Account Relevant Regional and Local Land Use Plans .....	6
1. Major Thoroughfare and Freeway Plan of the City of Houston .....	7
2. The Government-Approved Plans for the Georgetown Oaks Site.....	9
3. The West Houston Plan 2050 .....	9
4. The 2040 Houston-Galveston Regional Transportation Plan .....	10
B. The DEIS Violates 40 CFR § 1508.7 and Related Requirements Because It Fails to Take Into Account the Reasonably Foreseeable Development of the Georgetown Oaks Community.....	11
C. The DEIS Fails to Sufficiently Acknowledge the Incompleteness of Field Surveys.....	14
V. The DEIS is Misleading at Best Because the Utility Corridor Has Been Justified as Already Significantly Disturbed by an Overhead Transmission Line and a UPRR Rail Line – But This is Not True for the HC-4 Alternative Across Delta Troy’s Property .....	15
VI. The Proposed TCR Project Would Have a Dramatic and Negative Impact on Delta Troy and the Georgetown Oaks Community .....	18
A. Socioeconomics and Community Facilities.....	19
B. Floodplains.....	21
C. Construction Staging Area.....	23
VII. The DEIS Fails to Adequately Consider a Wide Range of Other Impacts .....	24
A. Floodplains.....	25

	<u>Page</u>
B. Noise and Vibration .....	26
C. Land Use .....	27
D. The Houston Station Location is Poorly Conceived.....	27
E. New Floodplain Regulations May Be Imminent .....	28
VIII. Significant Additional Mitigation is Necessary if the Preferred Alternative is Implemented .....	28
A. The TCR Line Should Be Located in a Tunnel Under Georgetown Oaks .....	28
B. Road Crossings Are Necessary .....	29
C. The East-West TCR Access Road South of U.S. 290 Should Be Prohibited .....	29
D. TCR Should Design its Bridge Over U.S. 290 to Enable Future Frontage Roads.....	30
E. TCR Should Not Be Permitted to Close Local Roads .....	30
F. TCR Should Be Required to Augment its Flooding Prevention and Water Detention Measures .....	31
G. Utility Crossings Are Necessary .....	31
H. Noise Abatement Should Be Required .....	32
I. Construction Staging Should Be Prohibited At Georgetown Oaks .....	32
J. Vegetation Screening Should Be Required.....	32
IX. Conclusion .....	33

## LIST OF EXHIBITS

**Before the  
Federal Railroad Administration**

---

**Dallas to Houston High-Speed Rail**

---

**Draft Environmental Impact Statement**

---

**Comments of  
Delta Troy Interests, Ltd.**

---

Delta Troy Interests, Ltd. (“Delta Troy”) hereby submits these Comments to the Federal Railroad Administration (“FRA”) in response to the Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (“DEIS”) issued by the FRA in December 2017.<sup>1</sup> As described herein, the analysis in the DEIS fails to comply with regulatory requirements, exhibits flawed reasoning, ignores key issues, relies upon a poor alignment preference, and otherwise includes numerous significant errors. Delta Troy respectfully requests that the FRA require the consideration of other alignments and the preparation of a replacement DEIS or a Supplemental Draft Environmental Impact Statement (“SDEIS”). A new DEIS or a SDEIS would also allow previously-ignored resources and requirements to be addressed in a new environmental analysis.

**I. Summary of Argument.**

The ability of citizens to meaningfully participate in the processes of government is enshrined in Constitutional due process rights, and it is one of the core tenets of American democracy. Additionally, federal government agencies are required by the National

---

<sup>1</sup> See 82 Federal Register 60723 (Dec. 22, 2017).

Environmental Policy Act (“NEPA”) to thoughtfully take into account all relevant information in considering the environmental impacts of their decisions. Unfortunately, both of these bedrock principles have been lacking in the development and substance of the DEIS.

The DEIS consists of 5,647 pages, yet only two-and-a-half months have been allowed for comment. The insufficiency of the comment period, and the need for more time, have already been described by Delta Troy in a Request for Extension of Time that was filed on January 30, 2018. This request is attached as Exhibit 1 and incorporated herein. Even with this shortened time period, it is clear that the proposed TCR project would have a dramatic and negative impact on Delta Troy and the planned Georgetown Oaks community. See Section VI.

Moreover, the substance of the DEIS fails to meet several regulatory requirements. The DEIS fails to take into account numerous local government planning documents, such as the City of Houston Major Thoroughfare and Freeway Plan, and fails to address the conflicts between the proposed TCR project and such land use planning documents. See Section IV.A. The DEIS also fails to take into account reasonably foreseeable actions in the immediate area, like the Georgetown Oaks community, and the cumulative impacts of such actions in conjunction with the proposed TCR project. See Section IV.B. In reliance on the so-called Utility Corridor, the DEIS is misleading at best because the Utility Corridor has been justified as already significantly disturbed by an overhead transmission line and a Union Pacific Railroad rail line – but this is not true for the HC-4 Alternative across Delta Troy’s property. See Section V. The DEIS fails to adequately consider a number of other environmental impacts from the preferred alternative, as described in Section VII. A particularly relevant impact largely ignored by the DEIS is the need to address Hurricane Harvey, which caused over 100 deaths in the U.S. and approximately \$125 billion in damage – mostly in the Houston area and southeastern Texas.

The FRA should discard use of the Utility Corridor in the southern part of the TCR line and, instead, consider entering Houston via the BNSF Corridor, the I-45 Corridor, or some other route. See Section V. If the FRA continues to use the Utility Corridor with the HC-4 Alternative (which it should not, as described in these Comments), extensive additional mitigation is necessary due to the severe impacts on the Georgetown Oaks community site. See Section VIII.

The above-described omissions from the DEIS have seriously compromised the public commenting process. By failing to include all relevant information, the DEIS hampers the ability of citizens to meaningfully participate.<sup>2</sup> The pernicious impact of this failure is all the more pronounced due to the shortened time frame for comments. Delta Troy urges the FRA to order a replacement DEIS or, at a minimum, a Supplemental DEIS so that the deficiencies described herein can be addressed. When an agency is presented with information that its earlier environmental findings are incorrect, a supplemental analysis is warranted.<sup>3</sup>

## **II. Identity and Interest of Delta Troy.**

Delta Troy owns approximately 993 acres of land (the “Property”) in the extraterritorial jurisdiction of the City of Houston in northwestern Harris County, Texas. The Property was purchased by C.N. Papadopoulos in 1982 and conveyed to Delta Troy in 2002. The Property adjoins the north and south sides of U.S. Highway 290, a major highway between Houston and the City of Austin. It is currently leased for farming. However, as development has extended

---

<sup>2</sup> Robertson v. Methow Valley Citizens Council, 490 U.S. 332, 349 (1989) (“Publication of an EIS, both in draft and final form...provides a springboard for public comment.”) (citations omitted). See also 40 CFR § 1500.1(b) (“NEPA procedures must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken.”).

<sup>3</sup> See, e.g., Wildlands v. United States Forest Service, 791 F. Supp.2d 979, 988-91(D. Or. 2011) (the agency abused its discretion when it failed to prepare a supplemental EA or EIS after it received new and significant information that the “not likely to adversely affect” determination was incorrect and the landscape management project would adversely affect northern spotted owls).

westward along the U.S. 290 corridor toward the Property, it became apparent several years ago that the highest and best use of the Property is a mixed-use development incorporating a variety of commercial and residential uses. Recognizing this, for many years Delta Troy has been proceeding with plans for the Georgetown Oaks master planned community on the Property.<sup>4</sup> The proposed TCR project would occur directly on and through the Georgetown Oaks community site.

### **III. Georgetown Oaks.**

In 2006, Delta Troy engaged a land planning consultant to begin preparing development plans for the site it owns in northwestern Harris County, and Delta Troy has expended years of effort to move the project forward. See, e.g., Exhibit 2. The Georgetown Oaks community is to have a mixture of residential and non-residential uses. See, e.g., Exhibit 3. The residential land uses include traditional single family, multifamily, and townhome parcels, while the non-residential uses include commercial tracts, a church site, and an elementary school.

Delta Troy has successfully obtained numerous governmental approvals for the Georgetown Oaks project over the last decade. In 2007, a General Plan for Georgetown Oaks was submitted and approved by the City of Houston Planning Commission. See Exhibits 4 and 5. The General Plan shows specific platted streets, drainage areas, land use patterns, and related aspects of the Community. These elements must comply with Chapter 42, the land development ordinance of the City of Houston. Although Georgetown Oaks is not within the city limits of Houston, it is within the Extra-Territorial Jurisdiction (“ETJ”) of Houston, meaning that land development must comply with Chapter 42.<sup>5</sup>

---

<sup>4</sup> The “Georgetown Oaks” name has only been utilized since 2016 but, as described in Section III of these Comments, the planning and preparations have been continuing since 2006.

<sup>5</sup> See, e.g., <http://www.houstontx.gov/planning/Annexation/annexation.html>.

In 2011, Delta Troy was able to secure the enactment of legislation forming Harris County Municipal Utility District No. 524, which encompasses the Georgetown Oaks site and will facilitate its development by allowing the issuance of bonds to finance the construction of roads, utilities, and other infrastructure. Creation of this Municipal Utility District (“MUD”) required passage of legislation through the Texas General Assembly.<sup>6</sup> MUD 524 was established for the Georgetown Oaks site as a result of House Bill 709 and Senate Bill 475, which were signed by the Governor on June 17, 2011.<sup>7</sup> A MUD is a political subdivision of the State of Texas that is authorized to provide water, sewage, drainage, and other utility-related services within the defined MUD boundaries.

Delta Troy has continued to work toward development of the Georgetown Oaks site over the past few years, with further refinements and details added to the project. Most recently, the updated Georgetown Oaks plan was filed with the Houston Planning Commission in October 2016, with approval granted in May 2017.<sup>8</sup> The approval did not include any conditions regarding the proposed TCR rail project; in fact, the “Platting Approval Conditions” do not even mention the TCR proposal.

A wide variety of other planning efforts have occurred. For example, officials from Delta Troy have discussed the need for frontage roads along U.S. 290 with the Texas Department of Transportation (“TXDOT”) for several years.<sup>9</sup> Delta Troy has also met with the Gulf Coast Freight Rail District (“GCFRD”) regarding rail station planning for a possible commuter rail line

---

<sup>6</sup> See Exhibit 6.

<sup>7</sup> See Exhibit 7. See also <http://www.capitol.state.tx.us/BillLookup/History.aspx?LegSess=82R&Bill=HB709> and <http://www.capitol.state.tx.us/BillLookup/Actions.aspx?LegSess=82R&Bill=SB475>.

<sup>8</sup> See Exhibits 8, 9, and 10.

<sup>9</sup> See, e.g., Exhibit 11.



on the nearby Union Pacific Railroad (“UPRR”) rail line. The GCFRD added a possible station location at “Waller East” in response to the interest expressed by Delta Troy.<sup>10</sup>

Plans for the development of the Georgetown Oaks community have been publicly available for several years. The General Plans were publicly filed with the City of Houston Planning Commission, and that same Commission issued approvals for the General Plans. The establishment of MUD 524 required legislation, the Governor’s signature, and statutory revisions under Texas law.

As a result of these efforts, Delta Troy is ready and able to proceed with the implementation of its development plans for the Property, but it has been unable do so due to the significant uncertainty associated with TCR’s proposed rail line.

#### **IV. The DEIS Violates Several Regulatory Requirements.**

##### **A. The DEIS Violates 40 CFR §§ 1502.16(c) and 1506.2(d) Because It Fails to Take Into Account Relevant Regional and Local Land Use Plans.**

The TCR proposal does not exist in vacuum. There are numerous ongoing planning and coordination efforts in the many counties and cities traversed by the proposed Build Alternative A preferred by the FRA, which includes the HC-4 Alternative in northwestern Harris County.<sup>11</sup> Unfortunately, the DEIS ignores many of the important ongoing and previous planning and coordination efforts that apply to land use along the preferred corridor and fails to discuss the likely conflicts between the proposed TCR project and such regional and local planning efforts. To address these deficiencies, a replacement DEIS or Supplemental DEIS is necessary so that the TCR proposal fully complies with 40 CFR § 1502.16(c), which requires “discussion of...[p]ossible conflicts between the proposed action and the objectives of Federal, regional,

---

<sup>10</sup> See, e.g., <http://www.gcfrd.org/docs/Presentation.Stakeholder1.pdf> (pages 8 and 11).

<sup>11</sup> The FRA expressed its preference at page ES-32 of the DEIS.

State, and local....land use plans, policies and controls for the area concerned.” The creation of a new DEIS or a Supplemental DEIS will also enable compliance with § 1506.2(d), which requires environmental impact statements to “discuss any inconsistency of a proposed action with any approved State or local plan and laws....Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law.” As described below, several plans were ignored or inadequately addressed in the DEIS.

### **1. Major Thoroughfare and Freeway Plan of the City of Houston.**

The DEIS fails to acknowledge or address the Major Thoroughfare and Freeway Plans (“MTFP”) for several counties and areas, including the MTFP of the City of Houston. The MTFP for Houston functions as the official plan of the Houston Planning Commission; it is revised and updated on a yearly basis. “The Planning Commission has the authority and has assumed the responsibility of creating and maintaining a MTFP applicable within the City of Houston’s jurisdiction for the guidance of the development of the street and highway network for this area.”<sup>12</sup> The City of Houston states that, in compiling the Plan, “the City listens to developers and neighborhoods about such issues as congestion, mobility and future development plans.”<sup>13</sup> A professional land planner in the Houston area stated that the Houston MTFP is one of the two key documents that “set[s] the requirements for all new developments.”<sup>14</sup>

---

<sup>12</sup> MTFP Policy Statement at 17. The MTFP is “generally accepted as the basic guideline for the implementation of major thoroughfare and highway improvements by other governmental agencies within the jurisdiction of the City of Houston, including district offices of the Federal Highway Administration (FHWA) and Texas Department of Transportation (TxDOT).” MTFP Policy Statement at 3. See

[http://www.houstontx.gov/planning/transportation/docs\\_pdfs/2015\\_PolicyStatement.pdf](http://www.houstontx.gov/planning/transportation/docs_pdfs/2015_PolicyStatement.pdf).

<sup>13</sup> <http://www.houstontx.gov/planning/transportation/MTFP.html>.

<sup>14</sup> See Exhibit 12 at page 2. See also Exhibit 12 at pages 4-5.

The DEIS's failure to consider the Houston MTFP is odd because the Ellis County Thoroughfare Plan was addressed.<sup>15</sup> It is claimed in the DEIS that consideration was given to “regional and local transportation plans and policies that guide transportation planning, funding and project implementation” (DEIS at 3.11-2), but the failure to even mention the Houston MTFP shows the erroneous nature of this claim.

MTFP documents are official local government planning documents. As such, the DEIS should have addressed them as required by 40 CFR §§ 1502.16(c) and 1506.2(d). See, e.g., Openlands v. United States DOT, 124 F. Supp.3d 796, 808-810 (N.D. Ill. 2015) (the court concluded that the EIS for a new expressway was arbitrary and capricious because the agencies did not address the inconsistency between the Illinois and Indiana metropolitan planning organizations' long-range plans and the proposed expressway).

This omission in the DEIS is all the more glaring because no high-speed rail line is envisioned through or anywhere near the Delta Troy property in either the City of Houston MTFP or the nearby Waller County MTFP.<sup>16</sup> The City of Houston MTFP also envisions widening or altering many roads in northwestern Harris County which would be crossed by the proposed TCR line, including Castle Road and Hempstead Road (Old Highway 290).<sup>17</sup> Consequently, the DEIS is inadequate because it fails to address the proposed project's conflict and inconsistency with the City of Houston MTFP.

---

<sup>15</sup> DEIS at page 3.11-3 (listing local transportation plans that were considered).

<sup>16</sup> See, e.g., [https://www.houstontx.gov/planning/transportation/MTFPMAP/MTFP\\_Map16.pdf](https://www.houstontx.gov/planning/transportation/MTFPMAP/MTFP_Map16.pdf) (Houston area Major Thoroughfare Plan 2016) and [http://www.houstontx.gov/planning/transportation/MTFPMAP/MTFP\\_MAP\\_17.pdf](http://www.houstontx.gov/planning/transportation/MTFPMAP/MTFP_MAP_17.pdf) (Houston area Major Thoroughfare Plan 2017).

<sup>17</sup> DEIS, Appendix D, Project Footprint, Set 5 of 5, sheets 485 and 492. See Houston Major Thoroughfare Plan (2017); Houston Major Thoroughfare Plan (2016).

## **2. The Government-Approved Plans for the Georgetown Oaks Site.**

As described above, plans for the Georgetown Oaks development have been publicly available since at least 2007. See Section III. These plans have been filed with and approved by the Houston Planning Commission. A new state law created a Municipal Utility District for Georgetown Oaks in 2011. However, the DEIS does not mention, address, or even acknowledge Georgetown Oaks and, crucially, the proposed TCR project conflicts greatly with the already-approved Georgetown Oaks community. See, e.g., Sections VI and VIII below. The DEIS should have addressed these conflicts as required by 40 CFR §§ 1502.16(c) and 1506.2(d).

The importance of the approved plans for Georgetown Oaks and other similar developments was described by a professional land planner in the Houston area, who stated that the lack of zoning in Houston means that “the existing plans and ordinances which govern the city’s development [are] all the more significant.”<sup>18</sup> This land planner also noted that the DEIS failed to mention numerous developments that, like Georgetown Oaks, have received approvals and are planned for the nearby area.<sup>19</sup>

## **3. The West Houston Plan 2050.**

The DEIS fails to acknowledge or address the West Houston Plan 2050.<sup>20</sup> This plan was created by the West Houston Association (“WHA”), a group of property owners, major employers, community interests, and other stakeholders that have worked for 37 years to “to collectively address the problems and potentials associated with a rapidly growing area with major employment and residential growth virtually assured for the next ten years.”<sup>21</sup> The WHA represents “a unique attempt by Houston’s major land developers, financial interests, and large

---

<sup>18</sup> Exhibit 12 at page 2.

<sup>19</sup> Exhibit 12 at pages 2-3.

<sup>20</sup> See DEIS at page 3.13-3 to 3.13-6 (listing local land use plans that were considered).

<sup>21</sup> See <https://westhouston.org/about-us/>.

corporations to bring order and rational planning to the rapidly developing suburban areas on the west side of the City of Houston.”<sup>22</sup>

The West Houston Plan 2050 is not a legally binding, official government planning document, but it is relevant for revealing the future envisioned by stakeholders in the area. Crucially, the West Houston Plan 2050 does not anticipate or foresee any new rail development along or near the “preferred” corridor described in the DEIS. However, it does envision other types of land development in the area.<sup>23</sup> To comply with 40 CFR §§ 1502.16(c) and 1506.2(d), the DEIS should have addressed the proposed TCR project’s conflict and inconsistency with the West Houston Plan 2050.

#### **4. The 2040 Houston-Galveston Regional Transportation Plan.**

The DEIS mentions the 2040 Houston-Galveston Regional Transportation Plan (“RTP”), but does so in a selective and misleading manner. The 2040 Houston-Galveston RTP is created by the Houston-Galveston Area Council (“H-GAC”).<sup>24</sup> H-GAC does not have regulatory authority, but it is “the regional organization through which local governments consider issues and cooperate in solving area wide problems.”<sup>25</sup>

The DEIS refers to the 2040 Houston-Galveston RTP and repeatedly to the H-GAC.<sup>26</sup> Thus, the DEIS acknowledges the importance and relevance of the 2040 Houston-Galveston RTP. Among other things, the DEIS cites to the treatment of intercity rail in the 2040 Houston-Galveston RTP as support for the TCR proposal.<sup>27</sup> Specifically, the DEIS asserts that the “No

---

<sup>22</sup> See <https://westhouston.org/about-us/>.

<sup>23</sup> See <https://westhouston.org/wp-content/uploads/2014/07/WHP2050update2010FINAL-Multpage.pdf>.

<sup>24</sup> <http://www.h-gac.com/taq/plan/2040/default.aspx>.

<sup>25</sup> <http://www.h-gac.com/about/default.aspx>.

<sup>26</sup> DEIS at pages 3.11-1, 3, 4, 8, 66, 69, and 71; pages 3.13-7 and 35; page 3.16-4; etc.

<sup>27</sup> DEIS at page 3.13-35.

Build Alternative” would fail to meet the intercity rail component of the 2040 Houston-Galveston RTP.<sup>28</sup>

Crucially, however, the DEIS fails to recognize, acknowledge, or account for the Downtown Houston Station proposed in the 2040 Houston-Galveston RTP for Dallas-Houston intercity rail service.<sup>29</sup> Thus, the DEIS is misleading because it cites to the 2040 Houston-Galveston RTP as support for the TCR Dallas-Houston intercity rail proposal, but fails to address the Downtown Houston Station location in this same planning document. Consequently, the DEIS violates 40 CFR § 1506.2(d), which requires discussion of conflicts between the proposal and planning documents. See, e.g., Openlands, 124 F. Supp.3d 796, 808-809.

**B. The DEIS Violates 40 CFR § 1508.7 and Related Requirements Because It Fails to Take Into Account the Reasonably Foreseeable Development of the Georgetown Oaks Community.**

The significant environmental impacts that would result from the TCR project cannot be viewed in isolation. Governing regulations and applicable court decisions require consideration of the “cumulative” impact of the proposed TCR project in conjunction with other reasonably foreseeable projects in the area.<sup>30</sup> “An EIS....must....assess the impact the proposed project will have in conjunction with other projects in the same and surrounding areas....and must include past, present, and reasonably foreseeable future actions of any agency or person.”<sup>31</sup>

As described above, Delta Troy has expended significant time, money, and effort for over a decade to develop its plans for the Georgetown Oaks site and obtain necessary government

---

<sup>28</sup> See DEIS at page 3.13-35.

<sup>29</sup> See 2040 Houston-Galveston RTP, Appendix A at 21. <http://www.h-gac.com/taq/plan/2040/default.aspx>.

<sup>30</sup> See, e.g., 40 CFR §§ 1502.3, 1502.4(a), 1502.16(b), 1508.7, 1508.8, 1508.25, and 1508.27(b)(7).

<sup>31</sup> Theodore Roosevelt Conservation Partnership v. Salazar, 616 F.3d 497, 503 (D.C. Cir. 2010) (citations omitted).

approvals. The Georgetown Oaks plans have been publicly available for several years. The Houston area has been growing rapidly for many decades, and is expected to continue to do so. The DEIS itself estimates an increase of almost one million in the Harris County population between 2010 and 2040. See DEIS at 3.14-13. The 2040 Houston-Galveston RTP, cited repeatedly in the DEIS, anticipates significant growth in the northwestern region of the Houston area over the next few decades.<sup>32</sup>

Given the westward growth of the Houston area and Delta Troy's effort and government approval to develop the Georgetown Oaks community, the Georgetown Oaks development is "reasonably foreseeable" under 40 CFR § 1508.7 and related regulations.<sup>33</sup> According to one land planner in the Houston area, there are numerous approved developments, such as Georgetown Oaks, that are planned for the area of the TCR rail line but were ignored in the DEIS.<sup>34</sup> The DEIS should have considered the cumulative impact from the TCR proposal in conjunction with the development of the Georgetown Oaks site.<sup>35</sup> The failure to do so "is a significant oversight."<sup>36</sup>

The DEIS asserts that "research" was conducted to determine the existence of other past, present, and reasonably foreseeable actions,<sup>37</sup> but the failure to consider or even mention the Georgetown Oaks plan reveals that this research was wholly inadequate. Indeed, it appears as if

---

<sup>32</sup> See 2040 Houston-Galveston RTP, Appendix A at 2-15, available at: <http://www.hgac.com/taq/plan/2040/default.aspx>.

<sup>33</sup> Sierra Club v. Marsh, 976 F.2d 763, 767 (1st Cir. 1992) (An environmental impact is reasonably foreseeable if it is "sufficiently likely to occur that a person of ordinary prudence would take it into account in reaching a decision.") (citation omitted).

<sup>34</sup> Exhibit 12 at pages 2-3.

<sup>35</sup> Senville v. Peters, 327 F. Supp.2d 335, 348, 365, 369-370 (D. Vt. 2004) (EIS violated NEPA for many reasons including that it failed to discuss the potential cumulative impact of proposed road project in conjunction with several other planned highway improvements and also induced land development in the area).

<sup>36</sup> See Exhibit 12 at page 3.

<sup>37</sup> See DEIS at 4-11.



the DEIS focused almost entirely on public and quasi-public future road and transportation actions, wholly ignoring private land developments like Georgetown Oaks.<sup>38</sup> The fact that the Georgetown Oaks development may never require NEPA analysis at any stage is no reason to ignore it for cumulative effects purposes.<sup>39</sup>

The failure of the DEIS to consider the Georgetown Oaks project is surprising given that one of the seminal “cumulative effects” court decisions regarding NEPA in Texas found that “a tax zone with development incentives” and the granting of permits for a “large housing development” constituted reasonably foreseeable actions that should have been considered.<sup>40</sup>

The DEIS is also faulty because it excluded consideration of most environmental resources (water quality, noise and vibration, hazardous materials, floodplains, etc.) from its already-inadequate cumulative impacts analysis. As described on pages 4-13 to 4-17, the DEIS only considered 9 of the 23 environmental resources in its cumulative impacts analysis.<sup>41</sup> This limited review exacerbates the related failure to consider the Georgetown Oaks project as a “reasonably foreseeable” action. The DEIS should have included Georgetown Oaks in its cumulative impacts analysis, and this analysis would then have been required to expand the

---

<sup>38</sup> See list of “reasonably foreseeable” future actions at pages 4-20 to 4-26 of the DEIS.

<sup>39</sup> Fritiofson v. Alexander, 772 F.2d 1225, 1245 (5th Cir. 1985) (The cumulative impacts analysis “should consider (1) past and present actions without regard to whether they themselves triggered NEPA responsibilities and (2) future actions that are ‘reasonably foreseeable,’ even if they are not yet proposals and may never trigger NEPA-review requirements.”) (citation omitted).

<sup>40</sup> Fritiofson, 772 F.2d 1225, 1247 (Affirming district court decision that cumulative impacts analysis in Environmental Assessment was inadequate because, among other things, “[t]he record...is replete with evidence of other actions on West Galveston Island – past, present, proposed and future – that may affect the same area....Significant among these are the annexation by the city of parts of West Galveston Island and the creation of a tax zone with development incentives and the Corps’ granting of permits to Homecraft for a large housing development on far West Galveston Island.”).

<sup>41</sup> To support this scope reduction, the DEIS quotes from the AASHTO Practitioner’s Handbook (April 2011). DEIS at 4-12. However, a review of the cited document fails to reveal the quotation.

scope of the cumulative impacts analysis to include additional environmental resources, including noise and vibration, floodplains, and aesthetic and visual.

**C. The DEIS Fails to Sufficiently Acknowledge the Incompleteness of Field Surveys.**

TCR is aware that Delta Troy exists. TCR requested permission to enter onto Delta Troy property to conduct surveying, but Delta Troy declined to provide the permission. Delta Troy is aware that many other landowners similarly declined to permit TCR entrance onto their property. Because of this lack of access, the DEIS relied repeatedly on inadequate field surveys for its conclusions.<sup>42</sup> Only occasionally did the DEIS acknowledge or subtly hint that it was unable to conduct adequate field surveys due to a lack of access. Regarding hazardous materials, the DEIS conceded that the “field reconnaissance did not meet Phase I Environmental Site Assessment (ESA) standards since entire corridor was not visually surveyed for hazardous material sites, which is a deviation from standard TXDOT hazardous material identification process.”<sup>43</sup> Similarly, the DEIS acknowledged the limited field survey for endangered species.<sup>44</sup> The failure of the DEIS to acknowledge the lack of relevant information in other aspects of the environmental review means the DEIS does not fully evaluate the impacts of the proposed TCR project, thereby rendering the DEIS faulty under 40 CFR § 1502.22.

---

<sup>42</sup> See, e.g., DEIS at ES-11, ES-27, 3.4-5, 3.6-6, 3.6-39, 3.6-41, 3.6-66, 3.19-41, etc.

<sup>43</sup> DEIS at 3.5-5 to 3.5-6.

<sup>44</sup> See, e.g., DEIS at 3.6-7 (“Surveys have been and will be limited to potential listed target species habitat and properties for which right-of-entry has been obtained.”). See also DEIS at 3.6-39.

**V. The DEIS is Misleading at Best Because the Utility Corridor Has Been Justified as Already Significantly Disturbed by an Overhead Transmission Line and a UPRR Rail Line – But This is Not True for the HC-4 Alternative Across Delta Troy’s Property.**

The Utility Corridor has been presented and justified on the basis that the land contained therein is already substantially disturbed. This is incorrect for the HC-4 Alternative across Delta Troy’s property. Moreover, the DEIS fails to include any alternatives to the Utility Corridor in the southern one-third of the entire proposed TCR route. This failure to consider reasonable alternatives not only violates regulatory requirements found at 40 CFR §§ 1502.2 and 1502.14, but also prevents commenting parties such as Delta Troy from being able to meaningfully participate in the development of the Final EIS. If there are no alternatives for all of Harris County, all of Waller County, and 90% of Grimes County, why would the citizens of those counties expend the effort to participate? Their Constitutional due process rights have already been taken from them, with the TCR alignment for one-third of the route apparently chosen before the DEIS was even issued.

Unfortunately, the environmental review process has not seriously considered the “No Build Alternative” as a meaningful option in this case as required under NEPA. The FRA’s role is to issue railroad safety rules, including a Rule of Particular Applicability for the high-speed operations proposed by TCR.<sup>45</sup> Given what FRA has said, it appears unlikely that the FRA would not issue safety rules to govern any future TCR operations. Indeed, the FRA introduced the DEIS by stating that it would either (1) “issue a Rule of Particular Applicability,” (2) “impose requirements or conditions by order(s) or waiver(s),” or (3) “take other regulatory action(s) to ensure the Project is operated safely.”<sup>46</sup> Rightly or wrongly, the FRA did not

---

<sup>45</sup> See, e.g., 49 CFR § 236.1007(d).

<sup>46</sup> DEIS at ES-1.

consider rejection of the TCR proposal as a plausible option. Given this set of circumstances, the FRA must propose, and allow comment upon, true alternative routes for the citizens of Harris and Waller Counties (and 90% of Grimes County).

In 2015, the Corridor Alternatives Analysis Technical Report claimed that the “Utility Corridor would follow the Centerpoint Energy and Oncor Electric Delivery high-voltage electrical transmission lines (345 to 500 kilovolts (kV)).”<sup>47</sup> This is not true. The Technical Report later contended that, entering Houston, the Utility Corridor “would follow and use the UPRR Eureka Subdivision into downtown Houston.” This is also not true. The Georgetown Oaks community site is bisected by the proposed TCR route, yet this route is not following either the high-voltage electric transmission line or the UPRR line in passing through the middle of Delta Troy’s property.<sup>48</sup> Moreover, the location proposed by TCR for the Houston Station is in the northwestern part of the city, not downtown. See DEIS at ES-4 and ES-30.

The misleading justifications for the Utility Corridor reveal the great need for alternative routings to be considered in this part of Harris County, yet no such alternatives were considered in the DEIS. As mentioned above, there is only a single “alternative” in the DEIS for the southern one-third of the entire TCR project route.

Delta Troy is not alone in being gravely concerned about the sequence of events that led to this exclusive focus on the Utility Corridor – which only provides one “alternative” throughout the entire southern one-third of the proposed TCR route. The President of the Waller

---

<sup>47</sup> Corridor Alternatives Analysis Technical Report, p. 6 (August 10, 2015).

<sup>48</sup> See DEIS, Project Footprint, Segment 5, Sheets 491 and 492. The Georgetown Oaks community is crossed by an underground natural gas pipeline of which there is no above-ground evidence.

County Sub-Regional Planning Commission expressed serious frustration with the premature focus on the Utility Corridor before detailed environmental impacts analysis.<sup>49</sup>

Several years ago, the FRA considered other possible corridors, including the UPRR Corridor, the BNSF Corridor, and the I-45 Corridor.<sup>50</sup> However, long before the DEIS was issued, the FRA eliminated these corridors for various reasons. The reasons supposedly supporting elimination of the UPRR Corridor are clearly not insurmountable, however, because the preferred “Utility Corridor” itself relies upon a UPRR rail line for part of its length.<sup>51</sup>

The FRA’s single-minded focus on the Utility Corridor is all the more problematic given that the FRA did not consider various permutations and combinations of the Utility Corridor, the BNSF Corridor, the UPRR Corridor, and the I-45 Corridor. These corridors cross each other multiple times,<sup>52</sup> yet the FRA only considered one curious combination corridor – the “Utility Corridor with I-45 Alignment.” This combination would have required a significant length of “greenfield” track to connect the two corridors.<sup>53</sup> This combination would have used the I-45 Corridor in the north and the Utility Corridor in the south.

The FRA never explained why it failed to consider the opposite – the Utility Corridor in the north and the I-45 Corridor in the south – even though such a route would have required a “greenfield” track of similar length. More glaring is the omission of a Utility-BNSF combination. The Utility Corridor crosses the BNSF Corridor in Grimes County, yet the FRA

---

<sup>49</sup> Exhibit 13 (Waller County letter to FRA, July 6, 2015; Waller County letter to Texas DOT, May 6, 2016). The 2016 letter to the Texas DOT mentions Delta Troy’s planned development of its land on page 11 of the attachment.

<sup>50</sup> Corridor Alternatives Analysis Technical Report (August 10, 2015).

<sup>51</sup> Corridor Alternatives Analysis Technical Report, p. 6 and 12-13 (August 10, 2015).

<sup>52</sup> DEIS at page ES-5.

<sup>53</sup> Dallas to Houston High-Speed Rail, Scoping Report, p. 5 (April 2015).

did not consider a combination of the Utility Corridor in the north and the BNSF Corridor in the south.

All these curious decisions show the great need for further analysis of meaningful alternatives for the entire TCR route at the Draft EIS stage, including the location for the Houston Station. See, e.g., 40 CFR § 1502.14. **The FRA has stated that it is open to revisiting the preferred route and that it has “not identified a preferred alternative for the Houston Terminal Station at this time.”** See DEIS at ES-32 and 2-21. Selection of another route and a Houston Station location should be done in tandem, because an alternate route into Houston would facilitate use of a downtown Houston Station rather than the ill-conceived northwest Houston site proposed in the DEIS. See Section VII.D.

**VI. The Proposed TCR Project Would Have a Dramatic and Negative Impact on Delta Troy and the Georgetown Oaks Community.**

The TCR project would devastate the planned Georgetown Oaks community by bisecting the site. As proposed in the DEIS, the HC-4 Alternative would permanently scar a significant portion of the community land, cause closure of or prevent development of approved roadways, create visual blight, depress property values, cause water retention problems, harm the job creation that would otherwise occur, and otherwise compromise if not prevent the other public goods that would come from the community. The DEIS recognizes that placing the TCR outside existing transportation infrastructure “would cause greater impacts to residential and commercial properties.”<sup>54</sup> However, the DEIS failed to implement this understanding with respect to its preference for the HC-4 Alternative through the Georgetown Oaks community site, because this routing does not follow any transportation infrastructure in bisecting Georgetown Oaks.

---

<sup>54</sup> DEIS at 7-64.

The DEIS naively suggests that “[l]inear projects” like the TCR proposal “have a narrow footprint and typically do not substantially change the pattern, intensity and character of land use.”<sup>55</sup> The DEIS also stated that “[m]any of the reasons for decreased property values around other transportation projects, such as noise and vibration impacts, would not apply to the electrified HSR design.”<sup>56</sup> These facile suggestions ignore the inevitable severe impacts from 200 mile-per-hour trains running throughout the day on a thirty-foot high viaduct. “Simple, conclusory statements of ‘no impact’ are not enough to fulfill an agency’s duty under NEPA.” Foundation on Economic Trends v. Heckler, 756 F.2d 143, 154 (D.C. Cir. 1985).

Many of the negative impacts on Georgetown Oaks are encompassed in the mitigation discussion in Section VIII below. A summary of the negative impacts is also provided in the attached Exhibits 14 and 15. None of these issues have been addressed in the DEIS – which completely ignored Georgetown Oaks – and, therefore, the DEIS fails to comply with NEPA as described in 40 CFR §§ 1502.16(c), 1506.2(d), and 1508.7. Delta Troy would like to highlight a few of the more notable negative impacts below:

**A. Socioeconomics and Community Facilities.**

The DEIS is deficient in that it ignores the damaging effects of the proposed rail line on economic development in the area. As mentioned above, the Georgetown Oaks community is planned and approved, but implementation has been complicated and delayed due to the uncertainty caused by the TCR proposal. See Section III. The DEIS disregards this economic harm. In fact, the DEIS claims the TCR will aid economic development,<sup>57</sup> yet the DEIS does not address the deleterious effects of the proposed rail project on the jobs and economic development

---

<sup>55</sup> See DEIS at 3.13-35.

<sup>56</sup> See DEIS at 3.14-31.

<sup>57</sup> See, e.g., DEIS at 3-14.27 to 3.14-28.



that would otherwise occur as a result of the Georgetown Oaks community. Delta Troy obtained a professional opinion regarding the number of jobs that would be supported on-site at Georgetown Oaks at full build-out. Dr. Randall Jackson estimated that the Georgetown Oaks community could directly support over 16,000 jobs at full build-out, nearly 9,000 on the community parcel south of U.S. 290 and slightly over 7,000 north of U.S. 290.<sup>58</sup> If the TCR proposal is constructed across Delta Troy's property, job creation at Georgetown Oaks would inevitably be noticeably decreased from this estimated level due to the taking of a significant portion of the Georgetown Oaks southern parcel, the other harms from the rail line, and the reduction in adjacent property values that would result.

Property values would be reduced due to a variety of reasons, including noise, visual blight, blocked roads, and inaccessibility. One Houston-area land planner cautioned that noise, vibration, and closed roads "will likely limit what land uses will want to be located near the rail" and, consequently, "**there are no compatible land uses** other than those directly serving the maintenance or support of the rail itself."<sup>59</sup> The DEIS acknowledges that "transportation infrastructure can create a localized barrier between a residential community and social or community resources."<sup>60</sup> However, the DEIS fails to apply this understanding to the Georgetown Oaks community.

The Georgetown Oaks site is in the Waller School District, which has less financial resources than its neighbor to the east, the Cy-Fair ISD. Many schools in the Waller district need extensive rooftop replacement, and the Georgetown Oaks development would have added

---

<sup>58</sup> See Exhibit 16. Dr. Jackson is a professor at West Virginia University and director of that university's Regional Research Institute, which focuses on regional economic development issues.

<sup>59</sup> See Exhibit 12 at page 6 (emphasis added).

<sup>60</sup> DEIS at 3.14-22.

substantially to the finances available to the Waller School District. In contrast, the proposed TCR project would prevent full realization of the Georgetown Oaks plan, depress property values, and substantially reduce expected finances available to local public schools. The DEIS recognizes that the proposed TCR project could have tax base implications, but improperly limits the analysis to station areas only.<sup>61</sup>

## **B. Floodplains.**

The DEIS is deficient in that it ignores the dramatic changes that are occurring in southeastern Texas as a result of Hurricane Harvey. This catastrophic event caused over 100 deaths and approximately \$125 billion in damage – most of that in southeastern Texas. A Japanese-led business enterprise may not realize how life-changing Hurricane Harvey was for people in the Houston area and throughout southeastern Texas. In the aftermath of Hurricane Harvey, federal, state, and local government officials are studying the flooding that occurred during Hurricane Harvey in an attempt to develop measures to prevent such flooding events in the future. New water detention and flooding prevention laws, regulations, and policies will likely be dramatically different from those in effect today. Until the Army Corps of Engineers and other government agencies decide upon and implement these new laws and regulations, the DEIS is premature and based on a stale legal framework. The FRA should require a revised DEIS, or a Supplemental DEIS, once these new legal standards are announced.

Hurricane Harvey made landfall in Texas in late August 2017, almost four months before the DEIS was issued. However, the DEIS makes no mention of Hurricane Harvey. Given that the devastation of Hurricane Harvey was well-known several months before the DEIS was issued, the DEIS should have, at a minimum, acknowledged that the effects and regulatory

---

<sup>61</sup> DEIS at 3.14-31 to 3.14-32.

fallout from Harvey was not addressed in the DEIS. Governing regulations require the DEIS to state when relevant information about “reasonably foreseeable significant adverse impacts” is “incomplete or unavailable.” See 40 CFR § 1502.22(b). For the purposes of this regulation, an impact is “reasonably foreseeable” if it has “catastrophic consequences, even if...[the] probability of occurrence is low.” 40 CFR § 1502.22(b)(1). Under this regulation, the DEIS should have mentioned Hurricane Harvey.

Not only does the DEIS fail to mention Hurricane Harvey, but the “Floodplains” section of the DEIS does not mention hurricanes at all.<sup>62</sup> The failure to address Hurricane Harvey and hurricane-caused flooding warrants, at a minimum, a Supplemental DEIS. Under governing regulations, FRA must prepare a “supplement[.]” to the “draft environmental impact statement[.]” because Hurricane Harvey is a “significant new circumstance[.] or information relevant to environmental concerns and bearing on the proposed action or its impacts.” See 40 CFR § 1502.9(c)(1)(ii). As one federal court said less than two months ago, “preparation of an SEIS [Supplemental Environmental Impact Statement] is required where there is new information relevant to environmental concerns that was not previously considered.”<sup>63</sup> The FRA should require a new DEIS, or a Supplemental DEIS, to address Hurricane Harvey and the altered legal framework that is now being developed.

---

<sup>62</sup> See DEIS, Section 3.8. Hurricanes are only addressed at length in the “Safety and Security” section of the DEIS. See Section 3.16.

<sup>63</sup> St. Johns Riverkeeper, Inc. v. United States Army Corps of Engineers, Case No. 3:17-cv-398, 2018 U.S. Dist. Lexis 8499 at \*56 (M.D.Fla., Jan. 19, 2018) (finding no supplemental EIS is necessary because the Army Corps “has taken a ‘hard look’ at...the events of Hurricane Irma”). See also Foundation on Economic Trends v. Bowen, 722 F.Supp. 787, 790 (D.D.C. 1989) (“NIH is obligated to create a supplement to an EIS when new scientific developments in a biomedical field make an earlier EIS insufficient to evaluate adequately the environmental impact of the new developments.”) (citation omitted).

### **C. Construction Staging Area.**

TCR has proposed that a large construction staging area should be located on the Georgetown Oaks community site.<sup>64</sup> This construction staging area will cause extensive interference with the Georgetown Oaks community. The proposed staging area is currently undisturbed land, used only for farming. As such, it is inappropriate for staging under TCR's own guidelines. See, e.g., DEIS at 3.6-69 (TCR claimed it would use "previously disturbed areas for staging"). TCR also asserted that "adverse effects on floodplains...would be minimized by siting the majority of construction staging and access areas....outside of floodplains." See DEIS at 3.8-23. Again, this is not true for the Georgetown Oaks site, where the staging area is proposed to be on top of the water detention for Georgetown Oaks. See Exhibit 3. Drainage and detention should not be taken lightly by TCR or the FRA in the Houston area because the consequences can be catastrophic, as Harvey and other recent flooding events have shown (like the Tax Day Flood in 2016 and the Memorial Day Flood in 2015).

As approved by the City of Houston Planning Commission, Delta Troy has planned for water detention to occur on a significant portion of the community site that TCR wants to use for construction staging. Compare Exhibits 8, 9, and 10; with DEIS, Appendix G, Volume 2-1 (page 75) and Volume 4-1 (page 38).

The DEIS fails to mention or address this conflict between the approved Georgetown Oaks plans and the proposed TCR project, thereby violating 40 CFR §§ 1502.16(c) and 1506.2(d). More broadly, the conflict will delay, complicate, and otherwise harm the development of the Georgetown Oaks site, including all the public benefits that will come from that development. See Section VI.A. Delta Troy will be forced to curtail development until

---

<sup>64</sup> See, e.g., DEIS, Appendix D, Project Footprint, Sheet 492. See also DEIS, Appendix G, Volume 4-1, page 38; DEIS, Appendix G, Volume 2-1, page 75.

TCR relinquishes control of the construction staging area, which would likely be many years, because the staging area will prevent adequate water detention at Georgetown Oaks.

The DEIS admits that staging areas would utilize “impervious cover” and “would increase stormwater runoff peak flow rates and total runoff volumes during a rainfall event.” DEIS at 3.8-26. The DEIS also admits that staging areas could cause the introduction of invasive species. DEIS at 3.6-49. Consequently, the construction staging area at Georgetown Oaks would cause untold harm to the development process there and also to any parts of the community that are already developed.

## **VII. The DEIS Fails to Adequately Consider a Wide Range of Other Impacts.**

Despite its flaws, the DEIS makes clear in its 5,647 pages that the high speed rail project proposed by TCR would have grave environmental consequences. Even a cursory review of the DEIS Executive Summary reveals the following serious environmental impacts:

1. “Sedimentation and stormwater runoff from construction may also contain bacteria, nutrients, particles and other constituents attached to sediment or carried separately by stormwater which contribute to pollutant loading. Increased pollutant loading in runoff may impact surface water and groundwater quality.” Page ES-10.
2. “[P]ermanent physical impacts would occur to groundwater wells during construction, including public water system wells, where the HSR would cross the location of the wells.” Page ES-10.
3. “Operational impacts would result from stormwater runoff and operation activities, such as maintenance of culverts or bridges, fueling and train maintenance activities and obtaining water supplies for the operational facilities and trains.” Page ES-10.
4. “Operation of the Build Alternatives would have permanent impacts on surface water quality including impaired stream segments.” Page ES-10.
5. “The Build Alternatives would severely impact 15 (Build Alternatives C and F) to 19 (Build Alternatives B and E) residential sensitive receivers.” Page ES-11.
6. “All Build Alternatives would result in temporary and permanent impacts to vegetation, direct loss of wildlife habitat, increases in habitat fragmentation and impediments to the movement of wildlife across the landscape.” Page ES-13.

7. “[T]he permanent footprint and construction of access roads, stations, facilities, and where the Build Alternatives would be constructed on embankment or fill would prohibit the flow of water and result in a permanent impact.” Page ES-14.
8. “HSR track and supporting facilities (e.g., permanent roads, parking areas, access/maintenance areas, terminals and non-vegetated embankments) would result in permanent impacts to floodplains.” Page ES-15.
9. “Due to the size and expected electrical demand of the Build Alternatives, it is likely that statewide electricity reserves and electrical transmission capacity would be affected.” Page ES-17.
10. “The Brazos Valley Station would be out of scale and not compatible with its surrounding landscape. Page ES-17.
11. “Build Alternative F would have the fewest permanent impacts to roadways at 147, and Build Alternative B would have the most at 246.” Page ES-19.
12. “[B]etween 3,145 and 4,394 acres.....of special-status farmland would be permanently converted to transportation use.” Page ES-20.
13. “The rural counties within the Study Area contain special-status farmland. These lands are a vital part of the Texas landscape and their potential conversion to non-agricultural uses represents a fundamental change that would be irreversible.” Page 3.13-43.
14. “The impacts to children’s health and safety would occur at five schools adjacent to construction laydown areas contained within the LOD of the Build Alternatives.” Page ES-22.
15. “Road closures, detours and localized automobile congestion caused by construction could increase the response time for law enforcement, fire and emergency services personnel and school buses.” Page ES-24.

In the remainder of this Section, Delta Troy will describe a variety of other environmental impacts that were insufficiently addressed in the DEIS.

#### **A. Floodplains.**

Drainage and detention are critical issues for the Houston area due to the significant rainfall, flat landscape, and impermeable soils. As described above, not only did the DEIS fail to address Hurricane Harvey, but it also did not even mention hurricanes in general in the

Floodplains section. See Section VI.B above. All relevant agencies have been forced to reconsider their standards in the aftermath of Hurricane Harvey, and there will inevitably be an impact on future development and drainage requirements in the Houston region from these revised standards. One land planner in the Houston area cautioned that, as a result of the coming regulatory changes:

the information and plans for this [TCR] project's drainage and detention should be reevaluated and the permit application to the US Army Corps of Engineers delayed until further notice, until such a time in which the planned detention basins and culvert crossings are further analyzed and adequately sized to meet drainage requirements based on post-Harvey conditions.<sup>65</sup>

As proposed in the DEIS, the TCR project might require a larger physical footprint on the ground than currently envisioned “in order to prevent downstream impacts and provide adequate project drainage and detention volumes based on post-Harvey requirements.”<sup>66</sup> Of course, a larger footprint would increase most if not all environmental impacts from the rail corridor, including but not limited to traffic impacts, road closings, economic harm, depressed land values, aesthetics and scenic resources, and natural resources.

## **B. Noise and Vibration.**

The DEIS made some effort to address the impact of noise and vibration on sensitive land uses in the area of the proposed TCR rail line. See DEIS at 3.4-5. However, Delta Troy's land planner found this analysis “inadequate for a project of this magnitude” because it failed to take into account planned future land uses.<sup>67</sup> This is another instance of the DEIS failing to comply with the requirements to address local land use plans and the cumulative effects of reasonably foreseeable actions. See Sections IV.A and IV.B above.

---

<sup>65</sup> See Exhibit 12 at page 3.

<sup>66</sup> See Exhibit 12 at page 3.

<sup>67</sup> See Exhibit 12 at page 4.



**C. Land Use.**

Concerns for roadway connectivity are inadequate in the DEIS according to Delta Troy's land planner, who found that the DEIS failed to address Major Thoroughfare Plans (such as the Houston MTFP), the General Plans of master planned communities, or any road crossings for future roads (even if approved). See Exhibit 12 at pages 4-5. This land planner noted that the road closures proposed in the DEIS could greatly complicate local transportation for persons living or working near the rail corridor. See Exhibit 12 at page 5.

**D. The Houston Station Location is Poorly Conceived.**

The proposed TCR project would include a rail station in northwestern Houston, approximately seven miles from the central business district in downtown. See DEIS at ES-4 and ES-30. Many TCR passengers could be expected to be business, convention, or leisure travelers heading to downtown's collection of skyscrapers, office buildings, and hotels. From this perspective, a downtown station would be ideal. In contrast, the northwest Houston location specified in the DEIS is bounded on two sides by interstate highways, and otherwise is a low-rise area of light manufacturing, warehouses, a few small office buildings, a few apartments, and single family homes. It can be expected that virtually all passengers arriving at a northwest Houston station location would need to travel several miles further to reach their final destination.

Consequently, the northwest Houston location would cause traffic problems and related environmental impacts as the transportation needs of arriving and departing passengers clog adjacent roads. From this perspective, too, the downtown location would be much better – downtown Houston is the core of Houston's growing light rail transit system, which could be

used by both arriving and departing passengers. There is no light rail line that serves northwestern Houston or anywhere near the proposed northwest Houston station site.

**E. New Floodplain Regulations May Be Imminent.**

The City of Houston is voting on new flood control regulations on March 21, 2018.<sup>68</sup> If new regulations are adopted, the DEIS analysis of flooding and water detention issues will be stale. A new analysis and round of comments would be warranted if new regulations are issued.

**VIII. Significant Additional Mitigation is Necessary if the Preferred Alternative is Implemented.**

If the FRA continues to use the Utility Corridor with the HC-4 Alternative (which it should not, as described in these Comments), extensive additional mitigation is necessary due to the severe impacts on the Georgetown Oaks community site. The DEIS is inadequate because it fails to describe reasonable means to mitigate adverse environmental impacts of the proposed project, as required by 40 CFR § 1502.16(b). The additional necessary mitigation includes:

**A. The TCR Line Should Be Located in a Tunnel Under Georgetown Oaks.**

The proposed TCR project would cause major, permanent, and irreversible damage to property owned by Delta Troy and the already-approved Georgetown Oaks community. See Sections III and VI above. Major benefits that would be expected from Georgetown Oaks would be significantly curtailed due to the TCR project as proposed in the DEIS. See Section VI.A. Fortunately, much of the damage of the current TCR route could be avoided, and many of the benefits of Georgetown Oaks would still be realized, if the TCR project were placed in a tunnel underneath the Georgetown Oaks community. Such a tunnel would need to be designed and

---

<sup>68</sup> See, e.g., Schneider, Andrew; “Houston City Council Set to Vote On New Floodplain Regulations Next Month,” (Feb. 21, 2018), available at: <https://www.houstonpublicmedia.org/articles/news/2018/02/21/269320/houston-city-council-set-to-vote-on-new-floodplain-regulations-next-month/>.

sited in such a way so that road crossings, utility crossings, and reasonable land development could occur on the ground surface above the tunnel. Use of an appropriately-designed tunnel would alleviate several of Delta Troy's concerns, and would render moot some of the other mitigation requests in this Section VIII. A tunnel would also allow TCR to avoid conflicts with the adjacent crossings of major transportation thoroughfares, namely U.S. 290, Hempstead Road, and the UPRR rail line. Delta Troy urges the FRA to require TCR to use a tunnel for the section of the HC-4 Alternative across the Georgetown Oaks community location.

**B. Road Crossings Are Necessary.**

The TCR line across the Delta Troy property is currently proposed as an overhead viaduct.<sup>69</sup> Delta Troy should be permitted to develop at least four east-west roads that would cross under or over the viaduct between U.S. 290 in the north and Hempstead Road in the south. TCR should be required to work with Delta Troy regarding these grade-separated crossings, and TCR should be required to pay for the cost of such crossings.

**C. The East-West TCR Access Road South of U.S. 290 Should Be Prohibited.**

TCR should be prevented from building the proposed east-west access road that would connect Binford Road to the TCR rail line on the south side of U.S. 290. See DEIS, Project Footprint, Segment 5, Sheet 491. This proposed access road would prevent direct connection from the east side of the Georgetown Oaks community to any frontage road along U.S. 290. There is an entirely separate TCR access road planned on the north side of U.S. 290; therefore, elimination of the access road on the south side of U.S. 290 would not prevent TCR from being able to reach the rail line in the immediate area.

---

<sup>69</sup> See DEIS, Project Footprint, Segment 5, Sheets 491 and 492.

The Texas DOT has allowed developers in other locations to construct frontage roads on their adjacent properties and access the main roadway at approved ramp locations. The proposed TCR project would eliminate this possibility for Delta Troy due to the TCR access road along the southern edge of U.S. 290 just east of Binford Road.

**D. TCR Should Design its Bridge Over U.S. 290 to Enable Future Frontage Roads.**

Although frontage roads exist along U.S. 290 for most of its route in the vicinity of Georgetown Oaks, they do not exist for a short distance east of Binford Road. This is the exact site of Georgetown Oaks. As development proceeds at Georgetown Oaks, frontage roads will be particularly valuable for facilitating the flow of traffic between U.S. 290 and the many homes, offices, businesses, and other destinations in Georgetown Oaks. As described above, the Texas DOT has permitted developers to add frontage roads to U.S. 290. Therefore, TCR should be required to design its bridge over U.S. 290 so that sufficient room exists under the bridge for a future frontage road on the north and south sides of U.S. 290.<sup>70</sup>

**E. TCR Should Not Be Permitted to Close Local Roads.**

TCR should be prevented from closing local roads, both existing and planned, in the area of the Delta Troy property. As mentioned above, the TCR rail line is proposed as a viaduct in the area of Delta Troy's property; however, it is unclear whether TCR intends to prevent all east-west grade-separated crossings of this viaduct (presumably underneath) by local roads. The DEIS indicates that the viaduct could be as low as four feet off the ground, and also that the "ROW would be fully access-controlled."<sup>71</sup> If grade-separated road crossings are prohibited, and road closings are anticipated, significant negative traffic impacts will be felt in the vicinity of the

---

<sup>70</sup> See DEIS, Appendix G, Volume 2-1, page 75 (showing location of TCR bridge over U.S. 290).

<sup>71</sup> See DEIS, Appendix F, Set 1 of 2, page 33 and 36.

Georgetown Oaks community as land development continues in the area.<sup>72</sup> Moreover, road closings would also complicate evacuation of the area in the event of a hurricane or similar event. The FRA should prohibit TCR from closing existing and planned roads in the area.

**F. TCR Should Be Required to Augment its Flooding Prevention and Water Detention Measures.**

Flooding and drainage issues are a significant concern in the Houston area due to the high average precipitation, the regular appearance of hurricanes, and the flat landscape. Even though TCR proposes a viaduct across the Delta Troy property, the proposed project would exacerbate flooding and water detention in the area due to the footprint of the viaduct, including access roads, and the construction process itself. Furthermore, the TCR project would eviscerate or complicate planned flooding control measures already included in the Georgetown Oaks plan. See Exhibit 3. The FRA should require TCR to develop flooding control measures and water detention to replace the planned measures that would be lost at Georgetown Oaks due to the TCR project. The measures required of TCR should be developed in light of the planned Georgetown Oaks project.

**G. Utility Crossings Are Necessary.**

The Georgetown Oaks community will need normal utilities like water lines, sewer lines, electricity, natural gas, storm water control, etc. The DEIS asserts that the proposed TCR right-of-way “would be fully access-controlled.”<sup>73</sup> It is unclear if this means that TCR intends to prevent utility crossings of the right-of-way; if so, this would cause extensive additional expense for Delta Troy in duplicating utilities in the Georgetown Oaks community on both sides of the

---

<sup>72</sup> See, e.g., DEIS at 3.11-61 to 3.11-64 (listing some road modifications proposed for Waller County and Harris County).

<sup>73</sup> See DEIS, Appendix F, Set 1 of 2, page 33 and 36.

TCR right-of-way. The FRA should require TCR to permit and facilitate utility crossings of the right-of-way, including future utilities for the Georgetown Oaks community.

**H. Noise Abatement Should Be Required.**

Abatement of noise from adjacent transportation corridors is an important part of the Georgetown Oaks design. Delta Troy has already explored needed noise abatement from U.S. 290 for the Georgetown Oaks community, and the DEIS itself recognizes the need for noise and vibration protection measures.<sup>74</sup> However, the proposed TCR project would involve a tall viaduct through the Georgetown Oaks site, thereby creating the need for an expensive noise abatement wall through the center of the Georgetown Oaks community. The FRA should require TCR to install noise abatement measures through the Georgetown Oaks community.

**I. Construction Staging Should Be Prohibited At Georgetown Oaks.**

As described in Section VI.C, TCR has proposed a construction staging area on the Georgetown Oaks community site in contravention of the selection principles for such staging areas. This staging area would have significant impacts to the natural environment and Georgetown Oaks. Any contamination to the land at this location could permanently jeopardize the already-approved development of the Georgetown Oaks community. The FRA should require TCR to relocate this staging area to a different portion of the rail corridor, not on the Georgetown Oaks community property.

**J. Vegetation Screening Should Be Required.**

The TCR rail line would be visually damaging for the Georgetown Oaks community. TCR should be required to install vegetation screening for the line through Georgetown Oaks.

---

<sup>74</sup> DEIS at 3.14-31 (“To the extent that noise or vibration levels could negatively impact specific individual properties, mitigation measures, as described in Section 3.4.6.5, Noise and Vibration Mitigation, would be applied.”).

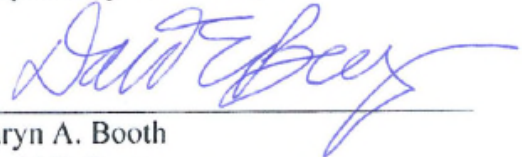
## **IX. Conclusion.**

Delta Troy respectfully requests that the FRA require a new DEIS or, at a minimum, a Supplemental DEIS so that the deficiencies in the DEIS can be remedied. Delta Troy also urges the FRA to discard the Utility Corridor, with the HC-4 Alternative, for the southern part of the TCR route. As the TCR approaches Houston, an alternative routing should be utilized, such as the BNSF Corridor or the I-45 Corridor.



Christina Papandreou, Managing Member  
DT-GP, LLC  
General Partner for:  
Delta Troy Interests, Ltd.  
3939 Hartsdale  
Houston, TX 77063

Respectfully submitted,



Karyn A. Booth  
David E. Benz  
Andrew L. Kolesar  
Thompson Hine LLP  
Suite 700  
1919 M Street, N.W.  
Washington, DC 20036  
202.331.8800  
202.331.8330 (fax)

*Attorneys for Delta Troy Interests, Ltd.*

March 9, 2018



## Exhibits

Number	Brief Description
1	Delta Troy's Request for Extension of Time to the FRA (Jan. 30, 2018)
2	Correspondence between Clay Nance (Delta Troy counsel) and Harris County Public Infrastructure Department (Nov. 28, 2006 and Dec. 27, 2006)
3	Updated Design Concept for the Papadopoulos Tract (Georgetown Oaks) (April 7, 2016)
4	A General Plan for the Papadopoulos Tract (Georgetown Oaks), Being 992.8± Acres of Land (May 29, 2007)
5	Houston Planning Commission Approval (June 7, 2007)
6	Vicinity Map for Municipal Utility District No. 524 (March 2009)
7	"An Act Relating to the Creation of the Harris County Municipal Utility District No. 524," S.B. No. 475, signed by Gov. Perry (June 17, 2011)
8	A General Plan for Georgetown Oaks, Being 992.8± Acres of Land (Oct. 17, 2016)
9	Houston Planning Commission Staff Recommendation (May 11, 2017)
10	Houston Planning Commission Approval (May 11, 2017)
11	Correspondence from Clay Nance (Delta Troy counsel) to the Texas Department of Transportation regarding U.S. Route 290 (May 17, 2010)
12	Report of KGA Consulting, LLC regarding the Draft Environmental Impact Statement (Mar. 9, 2018)
13	Correspondence from Trey Duhon, President of the Waller County Sub-Regional Planning Commission, to the FRA (July 6, 2015) and to the Texas Department of Transportation (May 6, 2016)
14	Correspondence from Kerry R. Gilbert (on behalf of Delta Troy) to the FRA (Feb. 2, 2017)
15	Correspondence from Delta Troy to FRA (May 19, 2017)
16	An Economic Analysis of the Georgetown Oaks Development (Mar. 8, 2018)

# **Exhibit 1**

January 30, 2018

Mr. Paul Nissenbaum  
Associate Administrator for Rail Policy & Development  
Federal Railroad Administration  
1200 New Jersey Avenue S.E., MS-20  
Washington, DC 20590

paul.nissenbaum@dot.gov

**RE: Request for Extension of Time to Respond to the Draft EIS for Dallas to  
Houston High Speed Rail**

Dear Mr. Nissenbaum:

The Draft Environmental Impact Statement ("Draft EIS") for the proposed Dallas to Houston High Speed Rail project sponsored by Texas Central Railroad (the "TCR Project") was released by the Federal Railroad Administration ("FRA") in mid-December 2017. The FRA has established a 60-day comment period, which is scheduled to close on February 20, 2018. See 82 Fed. Reg. 60723 (Dec. 22, 2017). Delta Troy Interests, Ltd. ("Delta Troy") hereby respectfully requests that FRA extend the current due date for comments from February 20, 2018 to August 20, 2018 (240 days total) in order to allow parties impacted by the TCR Project and the public sufficient time to review and analyze the Draft EIS which is 5,647 pages in length. A 60-day comment period is wholly inadequate given the character of the proposed TCR Project, the scope and complexity of the project, and the volume of material in the Draft EIS. This request is submitted pursuant to 49 C.F.R. § 1506.10(d) and the FRA's authority under the National Environmental Policy Act ("NEPA"). Support for this request is provided below.

The TCR Project is privately-sponsored and would travel through farms, natural areas, and residential areas in a 240-mile corridor between downtown Dallas and suburban Houston. In its private sponsorship, the TCR Project is similar to the 200-mile DesertXpress high-speed rail proposal between Victorville, CA and Las Vegas, NV, for which the FRA conducted an environmental review under NEPA a few years ago. In the DesertXpress case, the FRA allowed 56 days of comment on the Draft EIS, and an additional 46 days of comment on the Supplemental Draft EIS.<sup>1</sup> Given that the FRA allowed 56 days of comment for the DesertXpress Draft EIS, a much longer time period is warranted for comment on the TCR Project's Draft EIS for two important reasons.

---

<sup>1</sup> See DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, Abstract, page 2 (March 2011).

January 30, 2018

Page 2

First, the DesertXpress rail construction and operation was planned to occur nearly exclusively within the right-of-way of Interstate 15, thereby limiting impact on landowners and existing land uses.<sup>2</sup> The FRA considered two “action alternatives” for the proposed DesertXpress project: alternative A consisted primarily of rail segments “within the median” of Interstate 15, while alternative B consisted primarily of rail segments “within the fenced area” of Interstate 15.<sup>3</sup> In contrast, the TCR Project would cross farms, natural areas, and residential areas, and it would require the crossing or blocking of numerous existing roads. Consequently, the TCR Project would have a dramatically greater effect on landowners and the use of their property in the immediate vicinity of the proposed rail line.

Second, the DesertXpress Draft EIS consisted of a 976-page Volume I, 26 separate PDF appendices, and a total of 2,474 pages in all of Volume I and Volume II. In isolation, this seems to be an extensive amount of material, yet the TCR Project DEIS is noticeably larger – it includes 1218 pages in Volume I, an additional 50 separate PDF appendices, and a total of 5,647 pages. In other words, the TCR Draft EIS is well over twice the size of the DesertXpress Draft EIS. It would be unreasonable to expect interested parties to read, analyze, and develop meaningful responses to such a massive amount of information in the brief 60-day time period that currently applies, especially when the less disruptive DesertXpress project featured a 56-day comment period for a much smaller Draft EIS.

The private sponsorship of the TCR Project also differs substantially from the ongoing California High Speed Rail project, which is being developed by a state agency, the California High-Speed Rail Authority (“CAHSRA”). As a state agency, CAHSRA has engaged in extensive outreach to the public and is subject to various legal requirements regarding transparency, document availability, and similar issues. Moreover, the California project was approved in a statewide referendum several years ago. Despite these characteristics (which inherently enable public participation and engagement), the Draft EIS for the California High Speed Rail project was subject to a 180-day comment period at the programmatic stage.<sup>4</sup> In addition, individual, project-level segments of the California HSR project have been subject to a further comment

---

<sup>2</sup> See, e.g., DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, page 2-1 (March 2011) (“The Applicant proposes to construct nearly all of the fully grade-separated, dedicated double track, passenger-only railroad either in the median or immediately alongside Interstate 15 (I-15).”).

<sup>3</sup> See DesertXpress High-Speed Passenger Train, Final EIS, Volume I: Report, pages 2-1 to 2-2 (March 2011).

<sup>4</sup> See <https://www.fra.dot.gov/Page/P0228> (“The Draft Program EIR/EIS was released in January 2004 for a 180-day comment period, which closed August 31, 2004.”) See also FRA Record of Decision, California High-Speed Train System (signed Nov. 8, 2005) at page 4 (referring to a 7-month public comment period from January 27, 2004 to August 31, 2004).

---



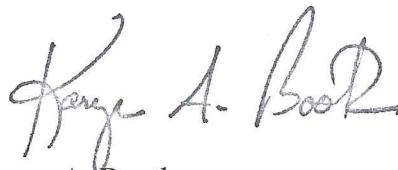
January 30, 2018

Page 3

period (often 60 days).<sup>5</sup> In aggregate, this two-tiered comment structure permitted a public commenting period of at least 240 days despite the fact that interested members of the public already benefit from the transparency inherent in the state-sponsorship of the California project. In contrast, the TCR Project is sponsored by a private entity that has not been forthcoming in providing information to the public.<sup>6</sup> Under these circumstances, a significant increase to the 60-day comment period for the Draft EIS for the proposed TCR Project is more than warranted.

For all the all above-mentioned reasons, Delta Troy respectfully requests that the deadline for comments on the TCR Draft EIS be extended from February 20, 2018 to August 20, 2018. Given the relatively brief period of time before the February 20th due date, Delta Troy also requests that the FRA issue a decision on this request as expeditiously as possible.

Sincerely,



Karyn A. Booth  
Thompson Hine LLP  
*Attorneys for Delta Troy Interests, Ltd.*

cc: Kevin Wright, Environmental Protection Specialist, FRA  
DallasHouston@urs.com

---

<sup>5</sup> See, e.g., California High-Speed Train Project Final EIR/EIS: Fresno to Bakersfield Section (April 2014), Summary, page S-4 (“The Authority and FRA circulated the Draft EIR/EIS for the Fresno to Bakersfield Section....for 60 days from August 15 to October 13, 2011.”).

<sup>6</sup> See, e.g., Reply in Opposition to Both the Motion for Leave to File Response to Replies and the Response, filed by Delta Troy Interests, Ltd., in Texas Central Railroad and Infrastructure, Inc., et al. – Authority to Construct and Operate – Petition for Exemption – Passenger Rail Line Between Dallas, TX and Houston, TX, Surface Transportation Board Docket No. 36025 (filed July 11, 2016) (objecting to the dramatic scope of the redactions included in the Response filed by Texas Central Railroad on June 20, 2016, in which over 800 pages of a 888-page filing were redacted from public view).

---

# **Exhibit 2**

**HANCE SCARBOROUGH WRIGHT  
WOODWARD & WEISBART**

*A Registered Limited Liability Partnership*  
**ATTORNEYS AND COUNSELORS AT LAW**

CLAY NANCE  
cnance@hswww.com

111 CONGRESS AVENUE,  
SUITE 500  
AUSTIN, TEXAS 78701  
(512) 479-8888  
(512) 482-6891 (FACSIMILE)

DALLAS TEXAS,  
WASHINGTON, D.C.

**Certified Mail 7002 2030 0001 5312 6581**

November 28, 2006

Mr. Jorge Cedillo  
Harris County Public Infrastructure Department  
Engineering Division- Permits Group  
10000 Northwest Fwy, Suite 130  
Houston, Texas 77092

RE: Deltra Troy Interests, Ltd.  
Papadopoulos Tract  
Request for Sponsorship of Highway 290 Frontage Roads and Access Connections in  
Northwest Harris County

Dear Mr. Cedillo:

Thank you for the telephone conversation yesterday. On behalf of our client, Delta Troy Interests, Ltd., please take this correspondence as our request for Harris County's sponsorship of our client's Highway 290 frontage roads and access connections proposal that will be submitted to the Texas Department of Transportation-Houston District for approval.

The following is a discussion of our proposal, including a detailed description of our client's property, use of our client's property, our requested frontage roads, and our proposed access connection locations. Please note that we have met with TXDOT-Houston District officials, including District Engineer Gary Trietsch, on past occasions to discuss and develop our proposal.

A. Papadopoulos Tract

Delta Troy Interests owns approximately 1,100 acres of rural, undeveloped property located between the cities of Hockley and Waller in Precinct 3 of Harris County. The land is bordered by Hempstead Highway (Old Highway 290) to the south and FM 2920 to the north. Kickapoo Road borders our client's property to the east and Binford Road runs through the western portion of the property. Highway 290 splits the center of our client's property running in a northwest/southeast direction. This portion of Highway 290 does not include frontage roads on either side. There is a drainage ditch on each side of this portion of the highway running parallel to it. The drainage ditches are located in TXDOT's right-of-way. Finally, there are entrance/exit ramps connecting this portion of

**FILE COPY**



Highway 290 with Kickapoo and Binford Roads. Please see the attached **Exhibit A**, an aerial map identifying the location of our client's property, which is outlined in red.

B. Use of Papadopoulos Tract

Delta Troy Interests' property is located in an area of Greater Houston that we believe will see a significant increase in development and population in the near future. In anticipation of the projected commercial and residential growth, our client engaged the assistance of land use planners to determine the best use of the above-described property. Due to its overall size and advantageous location along Highway 290, the land planners determined that a mixed use of our client's property would be ideal. Thus, development plans call for our client's property to be used for commercial, residential (multifamily and single family home sites) and recreational purposes. The development plans also include acreage for a church and elementary school. Please see the attached **Exhibit B**, which is the Conceptual Development Plan for the Papadopolous Tract prepared by Kerry R. Gilbert & Associates, Inc.

C. Proposed Frontage Roads

Delta Troy Interests proposes that frontage roads be built running parallel to the portion of Highway 290 that cuts through the center of its property from the Kickapoo Road intersection to the Binford Road intersection. Such frontage roads would be located on both sides of Highway 290 similar to the existing Highway 290 frontage roads running through the neighboring property located to the west of its property between the Binford Road intersection and the FM 2920 intersection. For a visual image of the proposed frontage roads running across our client's property, please see the attached **Exhibit B**. For a visual image of the existing Highway 290 frontage roads located to the west of the property, please see the attached **Exhibit A**.

TXDOT-Houston District officials indicated during our past meetings that the existing Highway 290 frontage roads located to the west of our client's property consist of two-12 foot wide lanes with an 8 foot wide outside shoulder. An estimated 50 feet of right-of-way on each side of Highway 290 would be necessary in order to construct the new frontage roads across our client's property. Please note that our client is certainly amenable to providing TXDOT with sufficient right-of-way lands in order to complete the project.

Additionally, Pat Henry of the TXDOT-Houston District indicated that if the proposed frontage roads were approved and constructed, the existing detention ponds might need to be adjusted. Please note that our client is open to discussions with TXDOT concerning the dedication of additional lands for drainage purposes (*i.e.*, detention ponds), if necessary.

D. Proposed Access Connections

Delta Troy Interests will also request TXDOT permits for access connections to "tie-in" the proposed frontage roads with the streets that will be constructed on our client's property. Specifically, our client is proposing one access connection to the northern frontage road, two access connections to the southern frontage road and one access connection to the entrance/exit ramp at the intersection of Highway 290 and Kickapoo Road. The approximate locations of the four proposed

access connections tying in the proposed Highway 290 frontage roads to the streets to be constructed on our client's property are identified in the attached **Exhibit B**.

Please note that our land planner positioned the approximate locations of the access connections in accordance with TXDOT minimum connection spacing requirements. Additionally, please note that our land planner has located additional points that are other possibilities for street access connections, as indicated by the blue symbols in **Exhibit B**. Our client is certainly open to adjusting the location of the proposed access connections, if necessary, in order to provide maximum safety for highway traffic and for users of the access driveways.

Given the fact that the portion of Highway 290 running across our client's property is classified as a Controlled Access Highway Facility, our client understands that access connections in this area are essentially treated as property rights owned by TXDOT and therefore further discussions with TXDOT concerning various issues, such as the purchase price of the access points, would be necessary.

We respectfully request Harris County's sponsorship of our proposal. We believe the proposed frontage roads and access connections would enhance the safety and operations of the Highway 290 corridor in the immediate area and therefore would be in the best interests of northwest Harris County and the State of Texas.

Thank you for your assistance in this project. Should you need additional information from us or have any other questions regarding this matter, please do not hesitate to contact me.

Sincerely,

A handwritten signature in black ink, appearing to read "Clay Nance", written in a cursive style.

Clay Nance

Enclosures

cc: Paul Hawkins, Harris County, Precinct 3 (w/ enclosures)  
Christina Papadopoulos Papandreou, Delta Troy Interests, Ltd. (w/o enclosures)

# HARRIS COUNTY

PUBLIC INFRASTRUCTURE DEPARTMENT

10000 Northwest Frwy. Suite 108  
Houston, Texas 77092-8620  
(713) 316-3545

27 December 2006

Mr. Clay Nance  
Hance Scarborough Wright Woodward & Weisbart  
111 Congress Avenue, Suite 500  
Austin, Texas 78701

**SUBJECT: Delta Troy Interests, Ltd.  
Papadopolous Tract  
TxDOT Sponsorship Letter**

Dear Mr. Nance:

Harris County has reviewed your request for a sponsorship letter. As a condition of the issuance of the letter(s), a General Plan must be approved by the Houston Planning Commission. As each section is submitted, Harris County, upon request, will issue a sponsorship letter for the street(s) within that section that will tie into the State facility.

We appreciate the opportunity to review this preliminary proposal. If we may be of further assistance, please contact Jorge Cedillo or me.

Sincerely,

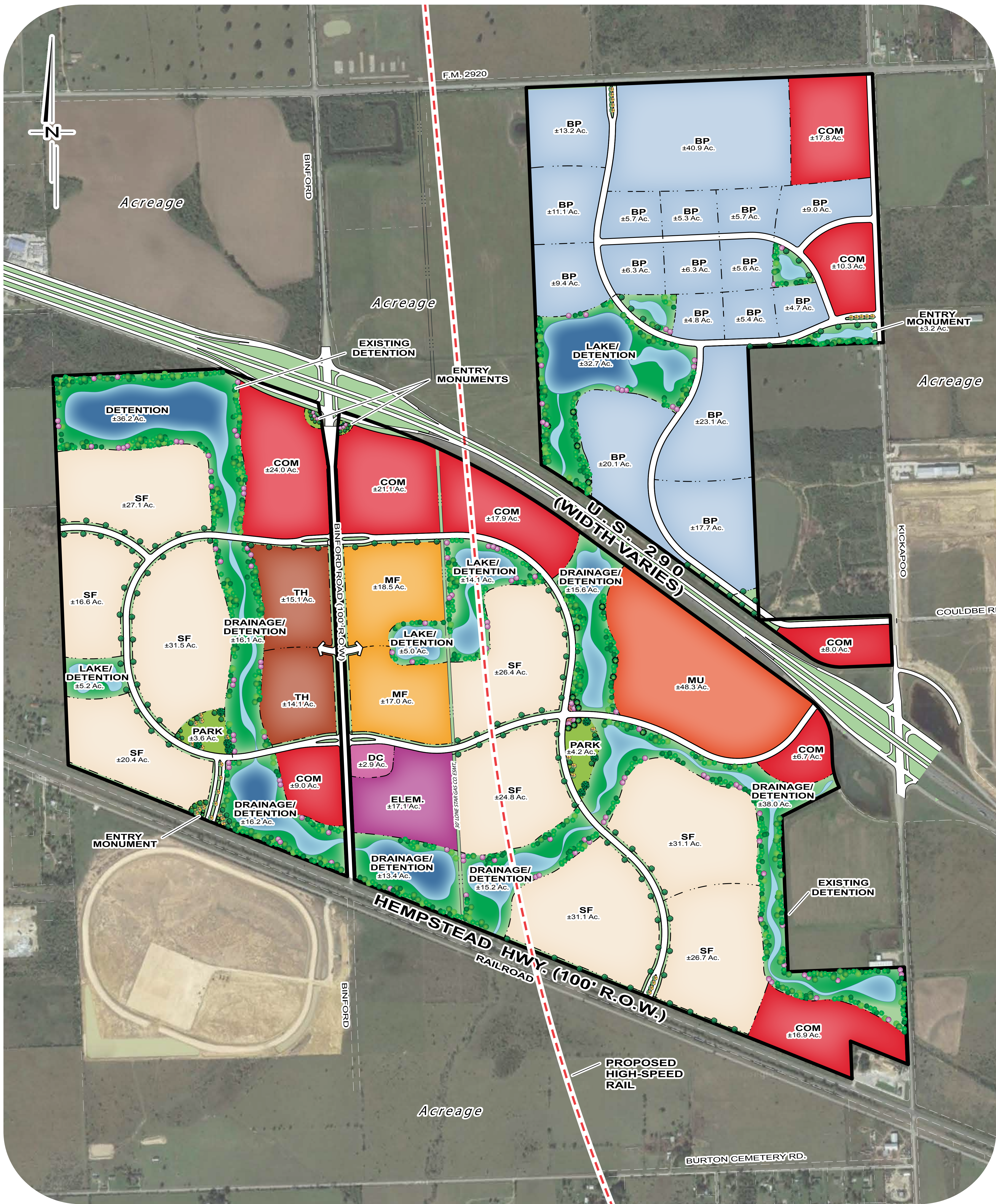


Wm. Reeves Gilmore  
Assistant Director  
Planning & Operations

CC: Raymond Anderson  
Shannon Watson  
Jorge Cedillo

# **Exhibit 3**





LAND USE & ACREAGE ANALYSIS

LEGEND		
RESIDENTIAL ±300.4 Ac.		
SF	SINGLE FAMILY HOMES	±235.7 Ac.
MF	MULTI FAMILY RES	±35.5 Ac.
TH	TOWN HOMES	±29.2 Ac.
NON-RESIDENTIAL ±357.6 Ac.		
COM	COMMERCIAL	±95.6 Ac.
MU	MIXED USE	±48.3 Ac.
BP	BUSINESS PARK	±193.7 Ac.
ES	ELEMENTARY SCHOOL	±17.1 Ac.
DC	DAYCARE	±2.9 Ac.
PARKS / RECREATION / OPEN SPACE ±287.5 Ac.		
PARK	REC. CENTER & PARKS	±14.2 Ac.
MONUMENTS AND LAKES (±6.4 Ac)		
RECREATIONAL AREAS / PARKS (±7.8 Ac)		
	DRAINAGE / DETENTION	±213.6 Ac.
	LANDSCAPE/OPEN SPACE/AMENITY LAKE	±59.7 Ac.
CONSTRAINTS ±47.4 Ac.		
COLLECTOR STREETS		±44.3 Ac.
PIPELINES		±3.1 Ac.
PROJECT TOTAL		±992.9 Ac.

a conceptual development plan for  
**PAPADOPOLOUS TRACT**  
± 1,113.0 ACRES OF LAND

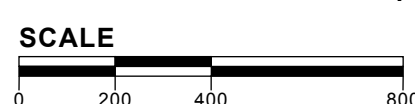
prepared for  
**ANDREWS KURTH**



— Land Planning Consultants —  
23501 Cinco Ranch Blvd., Suite A-250  
Katy, Texas 77494

7000 North Mopac, Suite 330 Austin, TX 78731 2595 Dallas Parkway, Suite 204 Frisco, TX 75034

Tel: 281-579-0340

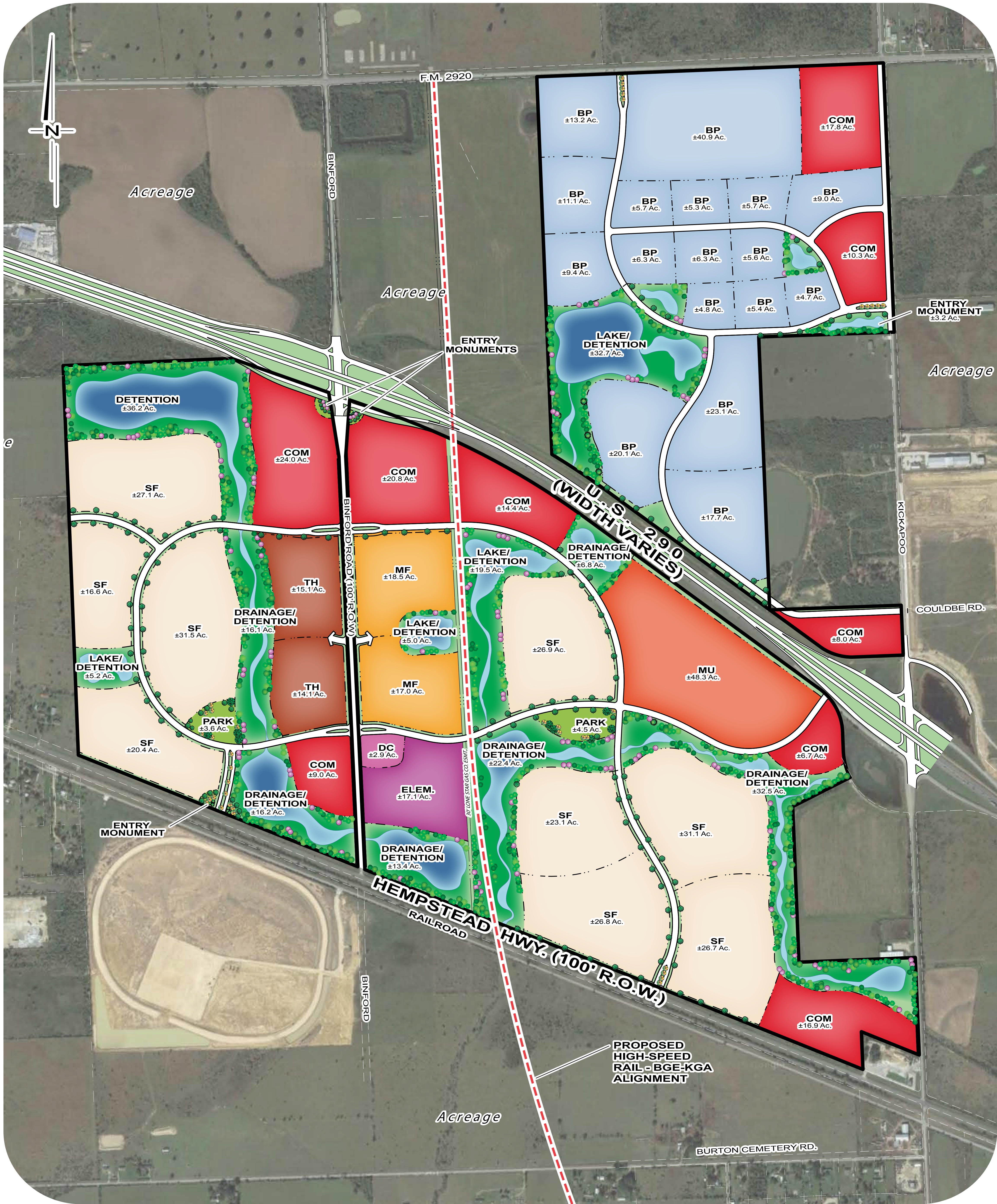


April 7, 2016  
KGA #1-170

THIS DRAWING IS A PICTORIAL REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS SUBJECT TO CHANGE. FURTHER, SAID DRAWING IS A SCANNED IMAGE ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. THIS DRAWING MAY OR MAY NOT INCORPORATE INFORMATION AND/OR DATA PROVIDED TO BGE | KERRY R. GILBERT & ASSOCIATES BY OTHER CONSULTANTS RELATIVE TO ENGINEERING AND DRAINAGE, FLOODPLAINS, AND ENVIRONMENTAL ISSUES AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSE. NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACTUAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

©2016 BGE | KERRY R. GILBERT & ASSOCIATES. ALL RIGHTS RESERVED





LAND USE & ACREAGE ANALYSIS

LEGEND		
RESIDENTIAL ±294.9 Ac.		
SF	SINGLE FAMILY HOMES	±230.2 Ac.
MF	MULTI FAMILY RES	±35.5 Ac.
TH	TOWN HOMES	±29.2 Ac.
NON-RESIDENTIAL ±353.8 Ac.		
COM	COMMERCIAL	±91.8 Ac.
MU	MIXED USE	±48.3 Ac.
BP	BUSINESS PARK	±193.7 Ac.
ES	ELEMENTARY SCHOOL	±17.1 Ac.
ES	DAYCARE	±2.9 Ac.
PARKS / RECREATION / OPEN SPACE ±288.1 Ac.		
PARK	REC. CENTER & PARKS	±14.5 Ac.
MONUMENTS AND LAKES (±6.4 Ac)		
RECREATIONAL AREAS / PARKS (±8.1 Ac)		
DRAINAGE / DETENTION		±201.0 Ac.
LANDSCAPE/OPEN SPACE/AMENITY LAKE		±72.6 Ac.
CONSTRAINTS ±56.1 Ac.		
COLLECTOR STREETS		±45.7 Ac.
PIPELINES		±3.1 Ac.
HIGH SPEED RAIL		±7.3 Ac.
PROJECT TOTAL		±992.9 Ac.

OPTION E

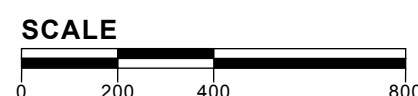
a conceptual development plan for  
**PAPADOPOLOUS TRACT**  
± 1,113.0 ACRES OF LAND  
prepared for  
**ANDREWS KURTH**



— Land Planning Consultants —  
23501 Cinco Ranch Blvd., Suite A-250  
Katy, Texas 77494

7000 North Mopac, Suite 330 Austin, TX 78731  
2595 Dallas Parkway, Suite 204 Frisco, TX 75034

Tel: 281-579-0340



April 7, 2016  
KGA #1-170

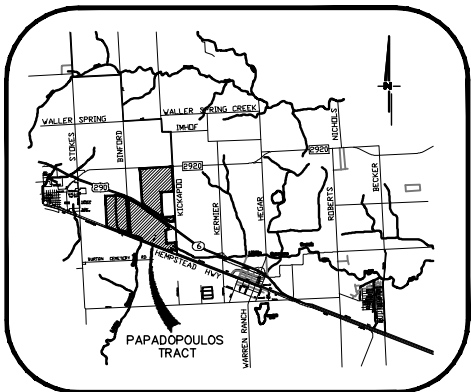
THIS DRAWING IS A PICTORIAL REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS SUBJECT TO CHANGE. FURTHER, SAID DRAWING IS A SCANNED IMAGE ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. THIS DRAWING MAY OR MAY NOT INCORPORATE INFORMATION AND/OR DATA PROVIDED TO BGE | KERRY R. GILBERT & ASSOCIATES BY OTHER CONSULTANTS RELATIVE TO ENGINEERING AND DRAINAGE, FLOODPLAINS, AND ENVIRONMENTAL ISSUES AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSE. NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACTUAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

©2016 BGE | KERRY R. GILBERT & ASSOCIATES. ALL RIGHTS RESERVED

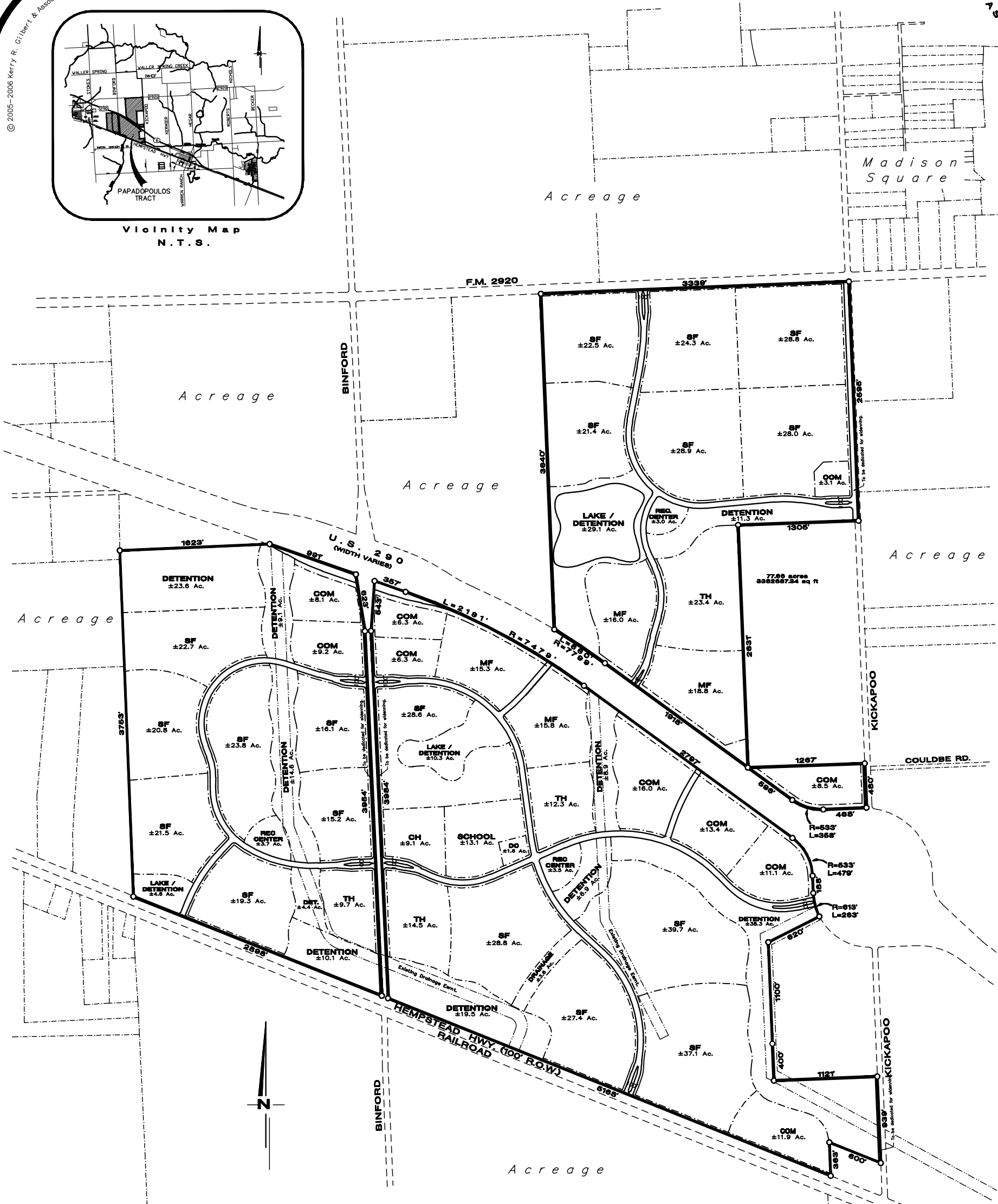


# **Exhibit 4**





Vicinity Map  
N.T.S.



GENERAL NOTE:

- 1.) ALL PUBLIC STREET RIGHT-OF-WAY ARE 60' UNLESS OTHERWISE NOTED.
- 2.) ALL CUL-DE-SAC RADII ARE 50' UNLESS OTHERWISE NOTED.

A GENERAL PLAN (S.P.O.) OF  
**PAPADOPOULOS TRACT**

BEING 992.8± ACRES OF LAND

OUT of THE  
HARRIS CO. SCH. LSD. 10 SURVEY, A-332  
HARRIS COUNTY, TEXAS

OWNER: ABST 332 HARRIS CO SCH LDS 10  
**DELTA TROY INTERESTS**

PLANNER:

**KERRY R. GILBERT & ASSOCIATES, INC.**

Land Planning Consultants

15810 Park Ten Place  
Suite 160

Houston, Texas 77084  
(281)579-0340

SCALE: 1" = 500'  
0 250 500 1000

MAY 28, 2007  
KGA# 1-170

DISCLAIMER AND LIMITED WARRANTY

THIS GENERAL PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF HOUSTON, ORDINANCE NO. 1999-262 IN EFFECT AT THE TIME THIS PLAN WAS PREPARED ALONG WITH ANY VARIANCE OR VARIANCES TO THE PROVISIONS OF THE AFOREMENTIONED ORDINANCE WHICH ARE SUBSEQUENTLY GRANTED BY THE CITY OF HOUSTON PLANNING COMMISSION. THIS GENERAL PLAN WAS PREPARED FOR THE LIMITED PURPOSE OF GUIDANCE IN THE PREPARATION OF ACTUAL ENGINEERING AND DEVELOPMENT PLANS. THIS LIMITED WARRANTY IS MADE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, AND NEITHER KERRY R. GILBERT & ASSOCIATES, INC., NOR ANY OF ITS OFFICERS, OR DIRECTORS, OR EMPLOYEES MAKE ANY OTHER WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED CONCERNING THE DESIGN, LOCATION, QUALITY, CHARACTER OF ACTUAL UTILITIES OR OTHER FACILITIES IN, ON, OVER, OR UNDER THE PREMISES INDICATED IN THE GENERAL PLAN.

# **Exhibit 5**

# Houston Planning Commission

## Platting Approval Conditions - Final CPC 101 Form



**Agenda Item:** 18

**Staff Recommendation:** Approve subject to the conditions listed

**Action Date:** 6/7/2007

*subject to the conditions/requirements listed below*

Subdivision Name/Data/Location	County	Approval Request	Ref #	Zip Code	Key Map	City/ETJ
<b>Delta Troy Interests GP</b>	Harris	GP	2007-1324	77484	283W	ETJ

Total acreage: 9923.8

Total number of lots: 0

Total number of multi-family units: 0

Total Reserve Acreage: 0

**Developer:** Delta Troy Interests, LP

**Company:** Kerry R. Gilbert & Associates

### ***Conditions and requirements for approval***

046. General Plan approval is for street patterns as shown on the plat only. (24)

046.1. Approval of the General Plan shall remain in effect for four years from the date of the Commission approval. Renewal of the GP shall occur when a section meeting the requirements of 42-24 (f) is recorded.

047. Make minor corrections and additions as indicated on the marked file copy.

143.1. Along a local street, there shall be an intersection with a local street, collector street or major thoroughfare at least every 1400 feet. (128)

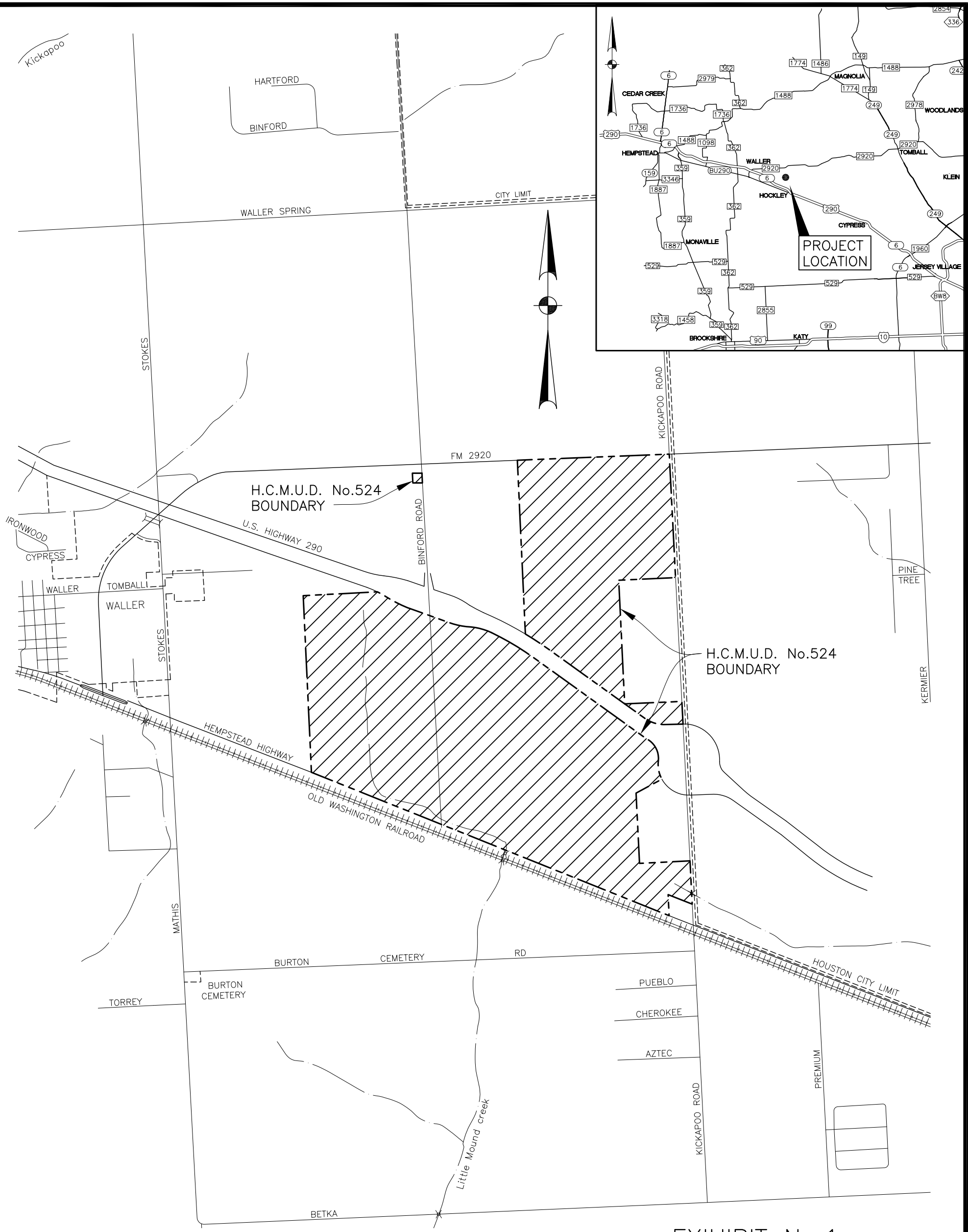
**Additional Comments:**

**Action Taken:** Approve subject to the conditions listed

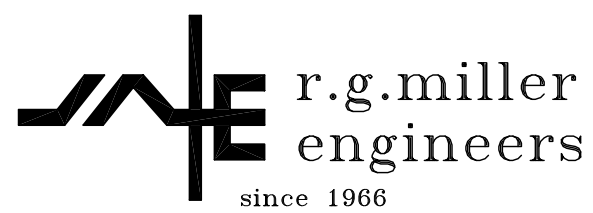


# **Exhibit 6**

L:\DISCOVERY\_PROJECTS\3372\_1100\_AC\_PAPADOPOULOS\_TRACT\CAD\EXHIBITS\VICINITY MAP.DWG MAR. 13, 2009--12:11pm PALACIOS



EXIHIBIT No.1  
HARRIS COUNTY MUNICIPAL  
UTILITY DISTRICT NO. 524  
VICINITY MAP



12121 Wickchester Lane – Suite 200  
Houston, Texas 77079  
(713) 461-9600

TEXAS FIRM REGISTRATION NO. F-487  
DATE: MARCH, 2009 N.T.S.

# **Exhibit 7**



*The State of Texas*  
*Secretary of State*

I, HOPE ANDRADE, Secretary of State of the State of Texas, DO HEREBY  
CERTIFY that the attached is a TRUE AND CORRECT copy of Senate Bill 475, signed by  
the Governor on June 17, 2011 and filed with this office on the same day.

Date Issued: June 30, 2011

A handwritten signature in black ink, appearing to read "Hope Andrade".

---

Hope Andrade  
Secretary of State

ST/js





AN ACT

relating to the creation of the Harris County Municipal Utility District No. 524; providing authority to impose a tax and issue bonds; granting a limited power of eminent domain.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF TEXAS:

SECTION 1. Subtitle F, Title 6, Special District Local Laws Code, is amended by adding Chapter 8354 to read as follows:

CHAPTER 8354. HARRIS COUNTY MUNICIPAL UTILITY DISTRICT NO. 524

SUBCHAPTER A. GENERAL PROVISIONS

Sec. 8354.001. DEFINITIONS. In this chapter:

(1) "Board" means the district's board of directors.

(2) "Commission" means the Texas Commission on Environmental Quality.

(3) "Director" means a board member.

(4) "District" means the Harris County Municipal Utility District No. 524.

Sec. 8354.002. NATURE OF DISTRICT. The district is a municipal utility district created under Section 59, Article XVI, Texas Constitution.

Sec. 8354.003. CONFIRMATION AND DIRECTORS' ELECTION REQUIRED. The temporary directors shall hold an election to confirm the creation of the district and to elect five permanent directors as provided by Section 49.102, Water Code.

Sec. 8354.004. CONSENT OF MUNICIPALITY REQUIRED. The

S.B. No. 475

1 temporary directors may not hold an election under Section 8354.003  
2 until each municipality in whose corporate limits or  
3 extraterritorial jurisdiction the district is located has  
4 consented by ordinance or resolution to the creation of the  
5 district and to the inclusion of land in the district.

6 Sec. 8354.005. FINDINGS OF PUBLIC PURPOSE AND BENEFIT.

7 (a) The district is created to serve a public purpose and benefit.

8 (b) The district is created to accomplish the purposes of:

9 (1) a municipal utility district as provided by  
10 general law and Section 59, Article XVI, Texas Constitution; and

11 (2) Section 52, Article III, Texas Constitution, that  
12 relate to the construction, acquisition, or improvement of  
13 macadamized, graveled, or paved roads described by Section 54.234,  
14 Water Code, or improvements, including storm drainage, in aid of  
15 those roads.

16 Sec. 8354.006. INITIAL DISTRICT TERRITORY. (a) The  
17 district is initially composed of the territory described by  
18 Section 2 of the Act enacting this chapter.

19 (b) The boundaries and field notes contained in Section 2 of  
20 the Act enacting this chapter form a closure. A mistake made in the  
21 field notes or in copying the field notes in the legislative process  
22 does not affect the district's:

23 (1) organization, existence, or validity;

24 (2) right to issue any type of bond for the purposes  
25 for which the district is created or to pay the principal of and  
26 interest on a bond;

27 (3) right to impose a tax; or

1           (4) legality or operation.

2           [Sections 8354.007-8354.050 reserved for expansion]

3                   SUBCHAPTER B. BOARD OF DIRECTORS

4           Sec. 8354.051. GOVERNING BODY; TERMS. (a) The district is  
5 governed by a board of five elected directors.

6           (b) Except as provided by Section 8354.052, directors serve  
7 staggered four-year terms.

8           Sec. 8354.052. TEMPORARY DIRECTORS. (a) On or after the  
9 effective date of the Act enacting this chapter, the owner or owners  
10 of a majority of the assessed value of the real property in the  
11 district may submit a petition to the commission requesting that  
12 the commission appoint as temporary directors the five persons  
13 named in the petition. The commission shall appoint as temporary  
14 directors the five persons named in the petition.

15           (b) Temporary directors serve until the earlier of:

16                   (1) the date permanent directors are elected under  
17 Section 8354.003; or

18                   (2) the fourth anniversary of the effective date of  
19 the Act enacting this chapter.

20           (c) If permanent directors have not been elected under  
21 Section 8354.003 and the terms of the temporary directors have  
22 expired, successor temporary directors shall be appointed or  
23 reappointed as provided by Subsection (d) to serve terms that  
24 expire on the earlier of:

25                   (1) the date permanent directors are elected under  
26 Section 8354.003; or

27                   (2) the fourth anniversary of the date of the

1 appointment or reappointment.

2 (d) If Subsection (c) applies, the owner or owners of a  
3 majority of the assessed value of the real property in the district  
4 may submit a petition to the commission requesting that the  
5 commission appoint as successor temporary directors the five  
6 persons named in the petition. The commission shall appoint as  
7 successor temporary directors the five persons named in the  
8 petition.

9 [Sections 8354.053-8354.100 reserved for expansion]

10 SUBCHAPTER C. POWERS AND DUTIES

11 Sec. 8354.101. GENERAL POWERS AND DUTIES. The district has  
12 the powers and duties necessary to accomplish the purposes for  
13 which the district is created.

14 Sec. 8354.102. MUNICIPAL UTILITY DISTRICT POWERS AND  
15 DUTIES. The district has the powers and duties provided by the  
16 general law of this state, including Chapters 49 and 54, Water Code,  
17 applicable to municipal utility districts created under Section 59,  
18 Article XVI, Texas Constitution.

19 Sec. 8354.103. AUTHORITY FOR ROAD PROJECTS. (a) Under  
20 Section 52, Article III, Texas Constitution, the district may  
21 design, acquire, construct, finance, issue bonds for, improve, and  
22 convey to this state, a county, or a municipality for operation and  
23 maintenance macadamized, graveled, or paved roads described by  
24 Section 54.234, Water Code, or improvements, including storm  
25 drainage, in aid of those roads.

26 (b) The district may exercise the powers provided by this  
27 section without submitting a petition to or obtaining approval from

1 the commission as required by Section 54.234, Water Code.

2 Sec. 8354.104. APPROVAL OF ROAD PROJECT. (a) The district  
3 may not undertake a road project authorized by Section 8354.103  
4 unless:

5 (1) each municipality or county that will operate and  
6 maintain the road has approved the plans and specifications of the  
7 road project, if a municipality or county will operate and maintain  
8 the road; or

9 (2) the Texas Transportation Commission has approved  
10 the plans and specifications of the road project, if the state will  
11 operate and maintain the road.

12 (b) Except as provided by Subsection (a), the district is  
13 not required to obtain approval from the Texas Transportation  
14 Commission to design, acquire, construct, finance, issue bonds for,  
15 improve, or convey a road project.

16 Sec. 8354.105. COMPLIANCE WITH MUNICIPAL CONSENT ORDINANCE  
17 OR RESOLUTION. The district shall comply with all applicable  
18 requirements of any ordinance or resolution that is adopted under  
19 Section 54.016 or 54.0165, Water Code, and that consents to the  
20 creation of the district or to the inclusion of land in the  
21 district.

22 Sec. 8354.106. LIMITATION ON USE OF EMINENT DOMAIN. The  
23 district may not exercise the power of eminent domain outside the  
24 district to acquire a site or easement for:

25 (1) a road project authorized by Section 8354.103; or  
26 (2) a recreational facility as defined by Section  
27 49.462, Water Code.

[Sections 8354.107-8354.150 reserved for expansion]

SUBCHAPTER D. DIVISION OF DISTRICT INTO MULTIPLE DISTRICTS

Sec. 8354.151. DIVISION OF DISTRICT; PREREQUISITES. The  
district may be divided into two or more new districts only if the  
district:

(1) has no outstanding bonded debt; and

(2) is not imposing ad valorem taxes.

Sec. 8354.152. LAW APPLICABLE TO NEW DISTRICT. This  
chapter applies to any new district created by division of the  
district, and a new district has all the powers and duties of the  
district.

Sec. 8354.153. LIMITATION ON AREA OF NEW DISTRICT. A new  
district created by the division of the district may not, at the  
time the new district is created, contain any land outside the area  
described by Section 2 of the Act enacting this chapter.

Sec. 8354.154. DIVISION PROCEDURES. (a) The board, on its  
own motion or on receipt of a petition signed by the owner or owners  
of a majority of the assessed value of the real property in the  
district, may adopt an order dividing the district.

(b) The board may adopt an order dividing the district  
before or after the date the board holds an election under Section  
8354.003 to confirm the district's creation.

(c) An order dividing the district:

(1) must:

(A) name each new district;

(B) include the metes and bounds description of  
the territory of each new district;

Since 7-2

S.B. No. 475

1                   (C) appoint temporary directors for each new  
2 district, or provide that temporary directors are appointed in the  
3 manner provided by Section 8354.052(a); and

4                   (D) provide for the division of assets and  
5 liabilities between the new districts; and

6                   (2) is subject to a confirmation election in each new  
7 district.

8                   (d) On or before the 30th day after the date of adoption of  
9 an order dividing the district, the district shall file the order  
10 with the commission and record the order in the real property  
11 records of each county in which the district is located.

12                   Sec. 8354.155. CONFIRMATION ELECTION FOR NEW DISTRICT.

13                   (a) A new district created by the division of the district shall  
14 hold a confirmation and directors' election as required by Section  
15 8354.003.

16                   (b) The results of that election must be filed as required  
17 by Sections 49.102(e) and (f), Water Code.

18                   (c) If the voters of a new district do not confirm the  
19 creation of the new district, the assets, liabilities, territory,  
20 and governance of the new districts revert to the original  
21 district.

22                   Sec. 8354.156. MUNICIPAL CONSENT. Municipal consent to the  
23 creation of the district and to the inclusion of land in the  
24 district granted under Section 8354.004 acts as municipal consent  
25 to the creation of any new district created by the division of the  
26 district and to the inclusion of land in the new district.

27                   Sec. 8354.157. TAX OR BOND ELECTION. Before a new district



1 created by the division of the district may impose a maintenance tax  
2 or issue bonds payable wholly or partly from ad valorem taxes, the  
3 new district must hold an election as required by this chapter to  
4 obtain voter approval.

5 [Sections 8354.158-8354.200 reserved for expansion]

6 SUBCHAPTER E. GENERAL FINANCIAL PROVISIONS

7 Sec. 8354.201. ELECTIONS REGARDING TAXES OR BONDS.

8 (a) The district may issue, without an election, bonds and other  
9 obligations secured by:

10 (1) revenue other than ad valorem taxes; or

11 (2) contract payments described by Section 8354.203.

12 (b) The district must hold an election in the manner  
13 provided by Chapters 49 and 54, Water Code, to obtain voter approval  
14 before the district may impose an ad valorem tax or issue bonds  
15 payable from ad valorem taxes.

16 (c) The district may not issue bonds payable from ad valorem  
17 taxes to finance a road project unless the issuance is approved by a  
18 vote of a two-thirds majority of the district voters voting at an  
19 election held for that purpose.

20 Sec. 8354.202. OPERATION AND MAINTENANCE TAX. (a) If  
21 authorized at an election held under Section 8354.201, the district  
22 may impose an operation and maintenance tax on taxable property in  
23 the district in accordance with Section 49.107, Water Code.

24 (b) The board shall determine the tax rate. The rate may not  
25 exceed the rate approved at the election.

26 Sec. 8354.203. CONTRACT TAXES. (a) In accordance with  
27 Section 49.108, Water Code, the district may impose a tax other than

2  
ne  
S.B. No. 475

S.B. No. 475

1 an operation and maintenance tax and use the revenue derived from  
2 the tax to make payments under a contract after the provisions of  
3 the contract have been approved by a majority of the district voters  
4 voting at an election held for that purpose.

5 (b) A contract approved by the district voters may contain a  
6 provision stating that the contract may be modified or amended by  
7 the board without further voter approval.

8 [Sections 8354.204-8354.250 reserved for expansion]

9 SUBCHAPTER F. BONDS AND OTHER OBLIGATIONS

10 Sec. 8354.251. AUTHORITY TO ISSUE BONDS AND OTHER  
11 OBLIGATIONS. The district may issue bonds or other obligations  
12 payable wholly or partly from ad valorem taxes, impact fees,  
13 revenue, contract payments, grants, or other district money, or any  
14 combination of those sources, to pay for any authorized district  
15 purpose.

16 Sec. 8354.252. TAXES FOR BONDS. At the time the district  
17 issues bonds payable wholly or partly from ad valorem taxes, the  
18 board shall provide for the annual imposition of a continuing  
19 direct ad valorem tax, without limit as to rate or amount, while all  
20 or part of the bonds are outstanding as required and in the manner  
21 provided by Sections 54.601 and 54.602, Water Code.

22 Sec. 8354.253. BONDS FOR ROAD PROJECTS. At the time of  
23 issuance, the total principal amount of bonds or other obligations  
24 issued or incurred to finance road projects and payable from ad  
25 valorem taxes may not exceed one-fourth of the assessed value of the  
26 real property in the district.

27 SECTION 2. The Harris County Municipal Utility District No.

44  
out  
9/11/88

S.B. No. 475

1 524 initially includes all the territory contained in the following  
2 area: 990.804 acres in 5 non-contiguous tracts out of Sections 9,  
3 10, 15, and 16 of Harris County School Land Survey, Abstract No 332,  
4 recorded in Vol 17, Pg 222 of the Deed Records of Harris County,  
5 Texas and including within Tracts 1, 2, 3, and 4 an unnamed 66 foot  
6 roadway as shown on the plat of said Harris County School Land being  
7 granted by Commissioners Award recorded in Vol 7448, Pg 181, HCDR;  
8 said roadway does not exist physically on the ground: (All bearings  
9 used herein are based on Highway Right-of-Way Maps provided by the  
10 Texas Department of Transportation)

11 Tract 1

12 A tract or parcel of land containing 255.572 acres (11,132,730  
13 square feet) out of Lots 9, 10, 15, and 16 of Section 9 and Lots 1,  
14 2, 7, & 8 of Section 16 of said Harris County School Land Survey,  
15 Abstract No 332, Harris County, Texas; said 255.572 acres being  
16 that same tract of land called 257.230 acres described by deed  
17 recorded in HCCF No M577056 ("Tract 1", therein) and conveyed to  
18 Delta Troy Interests, Ltd by deed recorded in X381657 and more  
19 particularly described by metes and bounds as follows:

20 COMMENCING at a State Department of Highways and Public  
21 Transportation Horizontal Control Monument located in the  
22 southerly right-of-way line of U.S. 290, 160.00 feet at right  
23 angles from the centerline, across from Engineers Station  
24 109+27.74;

25 THENCE along said southerly right-of-way line, clockwise,  
26 following the arc of a 1855.86 foot radius curve-to-the-right,  
27 subtending a central angle of 03 degrees 20 min 18 seconds, through

20  
000  
5000

S.B. No. 475

1 an arc length of 108.13 feet (chord bearing of South 66 degrees 23  
2 minutes 38 seconds East, 108.12 feet) to a 5/8 inch iron rod found  
3 marking the POINT OF BEGINNING and most northerly Northeast corner  
4 of the herein described tract, same being the East corner of that  
5 called 12.4147 acre tract of land conveyed to Peter S. Terpstra,  
6 Trustee by deed recorded in HCCF No 20060246633;  
7 THENCE continuing along said right-of-way line and said curve,  
8 subtending a central angle of 06 degrees 36 minutes 09 seconds,  
9 through an arc length of 213.86 feet (chord bearing of South 61  
10 degrees 25 minutes 25 seconds East, 213.74 feet) to a 5/8 inch iron  
11 rod set marking the end of said curve; said point being located in  
12 the southerly right-of-way line of U.S. 290, 202.32 feet at right  
13 angles from the centerline, across from Engineers Station  
14 112+46.53;  
15 THENCE continuing along said right-of-line line, following the arc  
16 of a 1963.86 foot radius curve-to-the-left (radius point of said  
17 curve falls along a bearing of North 31 degrees 52 minutes 42  
18 seconds East), subtending a central angle of 12 degrees 31 minutes  
19 54 seconds, through an arc length of 429.54 feet (chord bearing of  
20 South 64 degrees 23 minutes 15 seconds East, 428.68 feet) to a 5/8  
21 inch iron rod set marking a point-of-tangency in the southerly  
22 right-of-way line; said point-of-tangency being located in the  
23 southerly right-of-way line of U.S. 290, 249.10 feet at right  
24 angles from the centerline, across from Engineers Station  
25 116+72.65;  
26 THENCE South 70 degrees 39 minutes 12 seconds East, along said  
27 right-of-way line, a distance of 382.15 feet to a 5/8 inch iron rod

S.B. No. 475

1 set marking the Northerly end of cut-back corner at the southwest  
2 corner of the intersection of said U.S. 290 and Binford Road; said  
3 corner being located in the southerly right-of-way line of U.S.  
4 290, 249.10 feet at right angles from the centerline, across from  
5 Engineers Station 120+54.80;  
6 THENCE South 30 degrees 37 minutes 41 seconds East, along said  
7 cut-back, a distance of 95.73 feet to a 5/8 inch iron rod set  
8 marking the Southerly end of said cut-back and the most Easterly  
9 Northeast corner of the herein described tract; said corner being  
10 located in the southerly right-of-way line of U.S. 290, 310.37 feet  
11 at right angles from the centerline, across from Engineers Station  
12 121+28.11;  
13 THENCE South 09 degrees 03 minutes 59 seconds East, along the  
14 westerly right-of-way of said Binford Road (right-of-way varies at  
15 this point), a distance of 452.04 feet to a 5/8 inch iron rod set  
16 marking an angle point in said right-of-way line; a 1 inch iron pipe  
17 found bears South 03 degrees 41 minutes 58 seconds East, 35.93 feet  
18 from said angle point;  
19 THENCE South 02 degrees 39 minutes 08 seconds East, along the  
20 westerly right-of-way line of said Binford Road (66' right-of-way)  
21 and crossing Lots 9 and 16 of said Section 9 and Lots 1 and 8 of  
22 Section 16, a distance of 3953.90 feet (call: 3954.35 feet) to a 5/8  
23 inch iron rod set marking the Southeast corner of the herein  
24 described tract, same being the Northwest corner of the  
25 intersection of U.S. 290 (old)/State Highway 6 (aka Hempstead  
26 Highway) and said Binford Road; a 5/8 inch iron rod found bears  
27 North 68 degrees 08 minutes 01 seconds West, 4.54 feet from said

1 corner;  
2 THENCE North 68 degrees 08 minutes 01 seconds West, along the  
3 Northerly right-of-way line of said U.S. 290 (old)/State Highway 6  
4 (aka Hempstead Highway) and crossing Lots 8, 7, and 2 of said  
5 Section 16, a distance of 2899.51 feet (call: 2897.66 feet) to a 5/8  
6 inch iron set marking the Southwest corner of the herein described  
7 tract, same being the Southeast corner of that called 30.213 acre  
8 tract of land conveyed to Michael L. Perry and Edna A. Perry by deed  
9 recorded in HCCF No U717338; a 5/8 inch iron rod found bears South  
10 02 degrees 24 minutes 55 seconds East, 7.01 feet from said corner;  
11 THENCE North 02 degrees 24 minutes 55 seconds West, along the  
12 Easterly line of said 30.213 acres, same being the Westerly line of  
13 Lot 2 of said Section 16 and of Lots 15, 10, and 7 of said Section 9,  
14 and with the Easterly line of that called 70.801 acre tract conveyed  
15 to A.J. Foyt, Jr. by deed recorded in HCCF No U071611 and that  
16 called 11.15 acre tract conveyed to L.J. Hakemack and wife, Ney  
17 Hakemack, by deed recorded in HCCF No P056681, a distance of 3736.61  
18 feet (call: 3753.11 feet) to a point for corner at the Northwest  
19 corner of the herein described tract, same being the Southwest  
20 corner of the aforesaid 12.4147 acre Terpstra Tract;  
21 THENCE North 87 degrees 11 minutes 26 seconds East, along the  
22 Southerly line of said 12.4147 acre tract, a distance of 1612.53  
23 feet (call: 1623.36 feet) to the Point of Beginning and containing  
24 255.572 Acres (11,132,730 square feet) of land.  
25 Tract 2  
26 A tract or parcel of land containing 440.146 acres (19,172,762  
27 square feet) out of Lots 11-15 of Section 10 and Lots 1-12, 15, & 16

S.B. No. 475

1 of Section 15 of said Harris County School Land Survey, Abstract No  
2 332, Harris County, Texas; said 440.146 acres out of that same tract  
3 of land called 451.6392 acres described by deed recorded in HCCF No  
4 M577056 ("Tract 2-A", therein) and conveyed to Delta Troy  
5 Interests, Ltd by deed recorded in X381657 and more particularly  
6 described by metes and bounds as follows:  
7 COMMENCING at a State Department of Highways and Public  
8 Transportation Horizontal Control Monument located in the  
9 southerly right-of-way line of U.S. 290, 160.00 feet at right  
10 angles from the centerline, across from Engineers Station  
11 109+27.74;  
12 THENCE South 70 degrees 39 minutes 12 seconds East, a distance of  
13 1690.16 feet to a point-of-curvature in the former southerly  
14 right-of-way line of said U.S. 290; said point-of-curvature being  
15 located 160.00 feet at right angles from the centerline, across  
16 from Engineers Station 126+17.90;  
17 THENCE along said former southerly right-of-way line, clockwise,  
18 following the arc of a 7479.44 foot radius curve-to-the-right  
19 (radius point of said curve falls along a bearing of South 19  
20 degrees 20 minutes 48 seconds West), subtending a central angle of  
21 03 degrees 05 min 32 seconds, through an arc length of 403.66 feet  
22 (chord bearing of South 69 degrees 06 minutes 26 seconds East,  
23 403.61 feet) to a 5/8 inch iron rod set in the current Southerly  
24 right-of-way line of said U.S. 290 marking the POINT OF BEGINNING  
25 and the most Easterly Northwest corner of the herein described  
26 tract; said point being located 160.00 feet at right angles from the  
27 centerline, across from Engineers Station 130+30.21;



S.B. No. 475

1 THENCE continuing along said right-of-way line and said curve,  
2 subtending a central angle of 13 degrees 42 minutes 56 seconds,  
3 through an arc length of 1790.44 feet (chord bearing of South 60  
4 degrees 42 minutes 12 seconds East, 1786.17 feet) to a 5/8 inch iron  
5 rod set marking a point-of-tangency in said right-of-way line; said  
6 point being located in the southerly right-of-way line of U.S. 290,  
7 160.00 feet at right angles from the centerline, across from  
8 Engineers Station 148+59.00;  
9 THENCE South 53 degrees 50 minutes 44 seconds East, along said  
10 right-of-way line, a distance of 2795.16 feet (call: 2793.73 feet -  
11 TxDOT) to a 5/8 inch iron rod found marking a point-of-curvature in  
12 said right-of-way line;  
13 THENCE along said southerly right-of-way line, clockwise,  
14 following the arc of a 532.96 foot radius curve-to-the-right,  
15 subtending a central angle of 51 degrees 31 min 30 seconds (call: 51  
16 degrees 32 minutes 51 seconds - TxDOT), through an arc length of  
17 478.76 feet (call: 479.28 feet - TxDOT) (chord bearing of South 28  
18 degrees 04 minutes 59 seconds East, 463.29 feet) to a 5/8 inch iron  
19 rod found marking a point-of-tangency in said southerly  
20 right-of-way line;  
21 THENCE South 02 degrees 19 minutes 14 seconds East (call: South 02  
22 degrees 17 minutes 53 seconds East - TxDOT), along said southerly  
23 right-of-way line, a distance of 187.88 feet (call: 188.32 feet -  
24 TxDOT) to a 5/8 inch iron rod found marking a point-of-curvature in  
25 said southerly right-of-way line;  
26 THENCE counter-clockwise continuing along said right-of-way line  
27 and a 612.96 foot radius curve-to-the-left, subtending a central

A  
PUE  
5/11/86

S.B. No. 475

1 angle of 24 degrees 29 minutes 23 seconds (call: 24 degrees 34  
2 minutes 06 seconds), through an arc length of 261.99 feet (call:  
3 262.84 feet) (chord bearing of South 14 degrees 33 minutes 56  
4 seconds East, 260.00 feet) to a 5/8 inch iron rod set for corner,  
5 same being the most Northerly corner of that called 1.939 acre tract  
6 of land conveyed to the State of Texas as a Drainage Easement for  
7 Highway Purposes by deed recorded in HCCF No R450176 out of that  
8 called 30 acre residue of that called 920.21 acre Schindler "First  
9 Tract" as described by deed recorded in Vol 2187, Pg 525, HCDR;  
10 THENCE South 63 degrees 11 minutes 23 seconds West (call: South 63  
11 degrees 08 minutes 01 seconds West), along the northwesterly line  
12 of said 1.939 acre tract, a distance of 620.23 feet (call: 620.08  
13 feet) to a 5/8 inch iron rod set at the northwesterly corner of said  
14 1.939 acre tract;  
15 THENCE South 02 degrees 19 minutes 14 seconds East (call: South 02  
16 degrees 17 minutes 53 seconds East), along the westerly line of said  
17 1.939 acre tract, passing at a distance of 1102.28 feet (call:  
18 1100.29 feet) a 1/2 inch iron rod found marking the Southwest corner  
19 of said 1.939 acre and 30 acre tract and the Northwest corner of  
20 that called 10.298 acre tract conveyed to MRJ Wood Products by deed  
21 recorded in HCCF No U232228, continuing along the westerly line of  
22 said 10.298 acre tract, a total distance of 1502.28 feet (call:  
23 1500.29 feet) to a 5/8 inch iron rod set for corner, same being the  
24 southwest corner of said 10.298 acre tract;  
25 THENCE North 87 degrees 40 minutes 46 seconds East (call: North 87  
26 degrees 42 minutes 07 seconds East), along the southerly line of  
27 said 10.298 acre tract, a distance of 1121.41 feet to a 5/8 inch

44  
HCCF

S.B. No. 475

1 iron rod set in the Westerly right-of-way line of Kickapoo Road  
2 marking the most Northerly Southeast corner of the herein described  
3 tract, same being the southeasterly corner of said 10.298 acre  
4 tract;  
5 THENCE South 02 degrees 19 minutes 14 seconds East (call: South 02  
6 degrees 17 minutes 53 seconds East), along the Westerly  
7 right-of-way line of said Kickapoo Road, a distance of 939.31 feet  
8 (call: 938.70 feet) to a 1 inch iron pipe found for corner, same  
9 being the Northeast corner of that called 2.401 acre tract conveyed  
10 to Leaman Building Materials by deed recorded in HCCF No X159580  
11 ("Tract One");  
12 THENCE North 68 degrees 08 minutes 01 seconds West, along the  
13 northerly line of said 2.401 acre tract, a distance of 597.94 feet  
14 (call: 600.00') to a 5/8 inch iron rod set for corner, same being  
15 the Northwest corner of said 2.401 acre tract;  
16 THENCE South 02 degrees 19 minutes 14 seconds East, along the  
17 westerly line of said 2.401 acre tract and that called 1.804 acre  
18 tract also conveyed to said Leaman Building Materials in said HCCF  
19 No X159580 ("Tract Two"), a distance of 362.42 feet (call: 363.00  
20 feet) to a 5/8 inch iron rod set in the northerly right-of-way line  
21 of U.S. 290 (old)/State Highway 6 (aka Hempstead Highway) marking  
22 the most Southerly Southeast corner of the herein described tract;  
23 a 1 inch iron rod found bears South 02 degrees 19 minutes 14 seconds  
24 East, 2.33 feet from said property corner; a 2 inch iron rod found  
25 marking the Northeast corner of the intersection of said Kickapoo  
26 Road and said U.S. 290 (old)/State Highway 6 (aka Hempstead  
27 Highway) bears South 68 degrees 08 minutes 01 seconds East, 670.29

W  
P.L.L.  
JUL 1966

S.B. No. 475

1 feet from said property corner;  
2 THENCE North 68 degrees 08 minutes 01 seconds West, along the  
3 northerly right-of-way line of said U.S. 290 (old)/State Highway 6  
4 (aka Hempstead Highway), a distance of 5170.99 feet (call: 5167.61  
5 feet) to a 5/8 inch iron rod set marking the Southwest corner of the  
6 herein described tract, same being the Northeast corner of the  
7 intersection of Binford Road and said U.S. 290 (old)/State Highway  
8 6 (aka Hempstead Highway); a 5/8 inch iron rod set marking the  
9 Northwest corner of said intersection bears North 68 degrees 08  
10 minutes 01 seconds West, 72.54 feet from which a 5/8 inch iron rod  
11 found bears North 68 degrees 08 minutes 01 seconds West, 4.54 feet;  
12 THENCE North 02 degrees 39 minutes 08 seconds West, along the  
13 Easterly right-of-way of said Binford Road (66' right-of-way), a  
14 distance of 3983.74 feet (call: 3984.16 feet) to a 5/8 inch iron rod  
15 set marking an angle point in said Easterly right-of-way line;  
16 THENCE North 03 degrees 59 minutes 00 seconds East, continuing  
17 along the Easterly right-of-way of said Binford Road (right-of-way  
18 varies at this point), a distance of 370.66 feet to a 5/8 inch iron  
19 rod set marking the Southerly end of cut-back corner at the  
20 southeast corner of the intersection of the aforesaid U.S. 290  
21 (new) and said Binford Road; said corner being located in the  
22 southerly right-of-way line of U.S. 290, 326.25 feet at right  
23 angles from the centerline, across from Engineers Station  
24 123+06.25;  
25 THENCE North 56 degrees 39 minutes 54 seconds East, along said  
26 cut-back, a distance of 97.00 feet to a 5/8 inch iron rod set  
27 marking the most Northerly Northwest corner of the herein described

Since

S.B. No. 475

1 tract; said corner being located in the southerly right-of-way line  
2 of U.S. 290, 249.10 feet at right angles from the centerline, across  
3 from Engineers Station 123+65.05;  
4 THENCE South 70 degrees 39 minutes 12 seconds East, along said  
5 right-of-way line, a distance of 107.61 feet to a 5/8 inch iron rod  
6 set marking a point-of-curvature in said right-of-way line; said  
7 point-of-curvature being located in the southerly right-of-way  
8 line of U.S. 290, 249.10 feet at right angles from the centerline,  
9 across from Engineers Station 124+72.67;  
10 THENCE continuing along said right-of-line line,  
11 counter-clockwise, following the arc of a 1963.86 foot radius  
12 curve-to-the-left (radius point of said curve falls along a bearing  
13 of North 19 degrees 20 minutes 48 seconds East), subtending a  
14 central angle of 16 degrees 13 minutes 27 seconds, through an arc  
15 length of 556.10 feet (chord bearing of South 78 degrees 45 minutes  
16 56 seconds East, 554.24 feet) to the POINT OF BEGINNING and  
17 containing 440.146 acres (19,172,762 square feet) of land.  
18 Tract 3  
19 A tract or parcel of land containing 10.536 acres (458,955 square  
20 feet) out of Lot 1 of Section 15 of said Harris County School Land  
21 Survey, Abstract No 332, Harris County, Texas; said 10.536 acres  
22 being that same tract of land called 10.5483 acres described by deed  
23 recorded in HCCF No M577056 ("Tract 3", therein) and conveyed to  
24 Delta Troy Interests, Ltd by deed recorded in X381657 and more  
25 particularly described by metes and bounds as follows:  
26 BEGINNING at a 1/2 inch iron rod found marking the Northwest corner  
27 of the intersection of the northerly right-of-way line of U.S. 290

S.B. No. 475

1 and the westerly right-of-way line of Kickapoo Road (66'  
2 right-of-way), same being the Southeast corner of the herein  
3 described tract;  
4 THENCE North 87 degrees 42 minutes 07 seconds West, along the  
5 northerly right-of-way line of said U.S. 290, a distance of 468.34  
6 feet to a 5/8 inch iron rod set marking a point-of-curvature in said  
7 northerly right-of-way line; a 3/8 inch iron rod found bears South  
8 56 degrees 27 minutes 32 seconds East, 2.03 feet from said  
9 point-of-curvature;  
10 THENCE clockwise along said northerly right-of-way line and  
11 following a 532.96 foot radius curve-to-the-right, subtending a  
12 central angle of 38 degrees 27 minutes 09 seconds, through an arc  
13 length of 357.68 feet (chord bearing of North 73 degrees 04 minutes  
14 18 seconds West, 351.01 feet) to a 5/8 inch iron rod set marking a  
15 point-of-tangency in said northerly right-of-way line; said  
16 point-of-tangency being located in the northerly right-of-way line  
17 of U.S. 290, 160.00 feet at right angles from the centerline, across  
18 from Engineers Station 174+17.41;  
19 THENCE North 53 degrees 50 minutes 44 seconds West, along said  
20 northerly right-of-way line, a distance of 595.14 feet (call:  
21 596.40 feet) to a 5/8 inch iron rod set marking the Northwest corner  
22 of the herein described tract in the common line of Lot 16 of  
23 Section 10 and said Lot 1 of Section 15;  
24 THENCE North 87 degrees 57 minutes 51 seconds East, along said  
25 common line, same being the centerline of the aforesaid unnamed 66'  
26 roadway, a distance of 1266.25 feet (call: 1266.84 feet) to a 5/8  
27 inch iron rod set in the westerly right-of-way line of said Kickapoo

AV  
CAL  
SHUT

S.B. No. 475

1 Road marking the Northeast corner of the herein described tract; a 1  
2 inch iron pipe found marking the Southeast corner of the called  
3 78.9245 acre Schindler tract bears North 02 degrees 15 minutes 05  
4 seconds West, 33.00 feet for reference;  
5 THENCE South 02 degrees 15 minutes 05 seconds East, along the  
6 westerly right-of-way line of said Kickapoo Road, a distance of  
7 479.89 feet (call: 480.13 feet) to the POINT OF BEGINNING and  
8 containing 10.536 acres (458,955 square feet) of land.  
9 Tract 4  
10 A tract or parcel of land containing 283.558 acres (12,351,801  
11 square feet) out of Lots 1, 2, 3, 6-11, 15, & 16 of Section 10 of  
12 said Harris County School Land Survey, Abstract No 332, Harris  
13 County, Texas; said 283.558 acres being out of that tract of land  
14 called 393.3575 acres described by deed recorded in HCCF No M577056  
15 ("Tract 4-A", therein) and conveyed to Delta Troy Interests, Ltd by  
16 deed recorded in X381657 and more particularly described by metes  
17 and bounds as follows:  
18 BEGINNING at a 5/8 inch iron rod set marking the Northeast corner of  
19 the herein described tract, same being the southwest corner of the  
20 intersection of Kickapoo Road and said FM 2920 (aka Waller-Tomball  
21 Road); a 1 inch iron pipe found bears South 02 degrees 15 minutes 05  
22 seconds East, 0.99 foot from said property corner;  
23 THENCE South 02 degrees 15 minutes 05 seconds East (call: South 02  
24 degrees 17 minutes 53 seconds East), along the westerly  
25 right-of-way line of said Kickapoo Road (66' right-of-way), a  
26 distance of 2592.60 feet (HCCF No M798918; call: 2593.01 feet-HCCF  
27 No M577056) to a 5/8 inch iron rod set marking the most northerly



S.B. No. 475

1 Southeast corner of the herein described tract, same being in the  
2 common line of Lots 8 and 9 of said Section 10 and being the  
3 Northeast corner of that called 78.9245 acre Schindler tract of  
4 land described in HCCF No M798918 and that called 23.6773 acre tract  
5 out of same conveyed to Michael McDonald and wife, Kimela McDonald,  
6 by deed recorded in HCCF No X611580; a 5/8 inch iron rod found bears  
7 North 87 degrees 33 minutes 33 seconds East, 2.99 feet from said  
8 corner;  
9 Thence South 87 degrees 33 minutes 33 seconds West, along the common  
10 line of said Lots 8 and 9, same being the northerly line of said  
11 78.9245 acre Schindler tract, a distance of 1316.56 feet (call:  
12 1316.44 feet - HCCF No M798918) to a 1 inch iron pipe found for  
13 corner, same being the common corner of Lots 7, 8, 9, and 10 of said  
14 Section 10 and the Northwest corner of said 78.9245 acre Schindler  
15 tract; a capped iron rod found bears North 41 degrees 57 minutes 18  
16 seconds East, 12.64 feet from said corner;  
17 THENCE South 02 degrees 31 minutes 48 seconds East, along the common  
18 line of Lots 9, 10, 15, and 16 of said Section 10, same being the  
19 westerly line of said 78.9245 acre Schindler tract, passing at a  
20 distance of 2618.58 feet (call: 2617.89 feet- HCCF No M798918) a 1  
21 inch iron pipe found marking the most Southwest corner of said  
22 78.9245 acre Schindler tract, same being in the northerly line of  
23 the aforesaid unnamed 66' roadway, continuing a total distance of  
24 2621.94 feet (call: 2631.01 feet) to a 5/8 inch iron rod set in the  
25 northerly right-of-way line of the aforesaid U.S. 290 marking the  
26 most southerly Southeast corner of the herein described tract;  
27 THENCE North 53 degrees 50 minutes 44 seconds West, along the

S.B. No. 475

1 northerly right-of-way line of said U.S. 290, a distance of 1915.33  
2 feet (call: 1917.64 feet) to a 5/8 inch iron rod set marking a  
3 point-of-curvature in the northerly right-of-way line of U.S. 290,  
4 160.00 feet at right angles from the centerline, across from  
5 Engineers Station 148+59.00;  
6 THENCE along said northerly right-of-way line, counter-clockwise,  
7 following the arc of a 7799.44 foot radius curve-to-the-left,  
8 subtending a central angle of 04 degrees 50 min 53 seconds, through  
9 an arc length of 659.96 feet (chord bearing of North 55 degrees 16  
10 minutes 11 seconds West, 659.76 feet) to the Southwest corner of the  
11 herein described tract, same being the Southeast corner of that  
12 called 107.6370 acre tract conveyed to Peter S. Terpstra by deed  
13 recorded in HCCF No 20070033123; a 3/8 inch iron rod found bears  
14 South 79 degrees 56 minutes 25 seconds West, 0.88 foot from said  
15 corner;  
16 THENCE North 02 degrees 18 minutes 00 seconds West, crossing Lots  
17 11, 6, and 3 of said Section 10 and along the easterly line of said  
18 107.6370 acre tract, a distance of 3638.55 feet (call: 3639.80  
19 feet) to a 5/8 inch iron rod set in the southerly right-of-way line  
20 of FM 2920 (aka Waller-Tomball Road - 100' right-of-way) marking  
21 the Northwest corner of the herein described tract, same being the  
22 Northeast corner of said 107.6370 acres; 5/8 inch iron rods found  
23 marking the northeast and northwest corners of a 10'x20' SWBT  
24 easement dedicated by instrument recorded in HCCF No H844991 bear  
25 South 87 degrees 42 minutes 00 seconds West, along said southerly  
26 right-of-way line at 379.81 feet and 399.81 feet, respectively,  
27 from said property corner;

S.B. No. 475

1 THENCE North 87 degrees 42 minutes 00 seconds East, along said  
2 southerly right-of-way line, passing at 2940.90 feet a 5/8 inch  
3 iron rod found marking the northeast corner of a 20'x20' SWBT  
4 easement dedicated by instrument recorded in HCCF No H844992,  
5 continuing a total distance of 3341.68 feet (call: 3335.99 feet) to  
6 the POINT OF BEGINNING and containing 283.558 acres (12,351,801  
7 square feet) of land.  
8 Tract 5  
9 Being 0.992 acre (43,220 square feet) out of Lot 1, Section 9 of  
10 Harris County School Land Survey, Abstract No 332 and being that  
11 called 1 acre conveyed to Leon Schindler and R.G. Schindler by deed  
12 recorded in Volume 2187, Page 525 of the Deed Records of Harris  
13 County, Texas; said 0.992 acre fronting 208.00 feet on Binford Road  
14 and being surrounded on three sides by that called 127.96 acre tract  
15 conveyed to Peter S. Terpstra, Trustee, by deed recorded in HCCF Nos  
16 20060246634 & 20060246637; said 0.992 acre also being that same  
17 tract of land called 1 acre conveyed to Leon Schindler and R.G.  
18 Schindler by deed recorded in Vol 2187, Pg 525, HCDR ("Fourth  
19 Tract", therein) and called 0.9922 acre as described by deed  
20 recorded in HCCF No M577056 ("Tract 5", therein) and conveyed to  
21 Delta Troy Interests, Ltd by deed recorded in X381657 and more  
22 particularly described by metes and bounds as follows:  
23 COMMENCING at a 5/8 inch iron rod found marking the Southerly end of  
24 cut-back corner at the northwest corner of the intersection of the  
25 aforesaid U.S. 290 (new) and Binford Road; said corner being  
26 located in the northerly right-of-way line of U.S. 290, 248.90 feet  
27 at right angles from the centerline, across from Engineers Station

S.B. No. 475

1 118+23.58;  
2 THENCE North 56 degrees 39 minutes 54 seconds East, along said  
3 cut-back, a distance of 97.00 feet to a point in the westerly  
4 right-of-way line of said Binford Road at the Northerly end of said  
5 cut-back;  
6 THENCE North 03 degrees 59 minutes 00 seconds East, along the  
7 westerly right-of-way line of said Binford Road (right-of-way  
8 varies at this point), a distance of 370.87 feet to a 5/8 inch iron  
9 rod found marking an angle point in said westerly right-of-way  
10 line;  
11 THENCE North 02 degrees 42 minutes 01 seconds West, along the  
12 westerly right-of-way line of said Binford Road (66' right-of-way),  
13 a distance of 1690.50 feet to a 1 inch iron pipe found marking the  
14 POINT OF BEGINNING and southeast corner of the herein described  
15 tract;  
16 THENCE South 89 degrees 52 minutes 54 seconds West, crossing said  
17 Lot 1 of Section 9, a distance of 208.00 feet to a 5/8 inch iron rod  
18 set marking the southwest corner of the herein described tract; a  
19 5/8 inch iron rod found bears North 14 degrees 12 minutes 39 seconds  
20 East, 2.36 feet from said corner;  
21 THENCE North 02 degrees 42 seconds 01 seconds West (call: North 02  
22 degrees 41 seconds 16 seconds West, crossing said Lot 1 of Section  
23 9, a distance of 208.00 feet to a 5/8 inch iron rod set marking the  
24 northwest corner of the herein described tract;  
25 THENCE North 89 degrees 52 minutes 54 seconds East, crossing said  
26 Lot 1 of Section 9, a distance of 208.00 feet to a 1 inch iron pipe  
27 found in the westerly right-of-way line of said Binford Road (66'

1 right-of-way) marking the northeast corner of the herein described  
2 tract;

3       THENCE South 02 degrees 42 minutes 01 seconds East (call:  
4 South 02 degrees 41 minutes 16 seconds East, along the westerly  
5 right-of-way line of said Binford Road, a distance of 208.00 feet to  
6 the POINT OF BEGINNING and containing 0.992 acre (43,220 square  
7 feet) of land.

8       SECTION 3. (a) The legal notice of the intention to  
9 introduce this Act, setting forth the general substance of this  
10 Act, has been published as provided by law, and the notice and a  
11 copy of this Act have been furnished to all persons, agencies,  
12 officials, or entities to which they are required to be furnished  
13 under Section 59, Article XVI, Texas Constitution, and Chapter 313,  
14 Government Code.

15       (b) The governor, one of the required recipients, has  
16 submitted the notice and Act to the Texas Commission on  
17 Environmental Quality.

18       (c) The Texas Commission on Environmental Quality has filed  
19 its recommendations relating to this Act with the governor, the  
20 lieutenant governor, and the speaker of the house of  
21 representatives within the required time.

22       (d) All requirements of the constitution and laws of this  
23 state and the rules and procedures of the legislature with respect  
24 to the notice, introduction, and passage of this Act are fulfilled  
25 and accomplished.

26       SECTION 4. (a) Section 8354.106, Special District Local  
27 Laws Code, as added by Section 1 of this Act, takes effect only if

1 this Act receives a two-thirds vote of all the members elected to  
2 each house.

3 (b) If this Act does not receive a two-thirds vote of all the  
4 members elected to each house, Subchapter C, Chapter 8354, Special  
5 District Local Laws Code, as added by Section 1 of this Act, is  
6 amended by adding Section 8354.106 to read as follows:

7 Sec. 8354.106. NO EMINENT DOMAIN POWER. The district may  
8 not exercise the power of eminent domain.

9 (c) This section is not intended to be an expression of a  
10 legislative interpretation of the requirements of Subsection (c),  
11 Section 17, Article I, Texas Constitution.

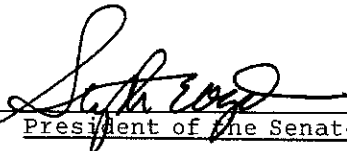
12 SECTION 5. Except as provided by Section 4 of this Act:

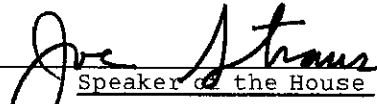
13 (1) this Act takes effect immediately if it receives a  
14 vote of two-thirds of all the members elected to each house, as  
15 provided by Section 39, Article III, Texas Constitution; and

16 (2) if this Act does not receive the vote necessary for  
17 immediate effect, this Act takes effect September 1, 2011.

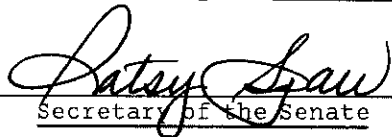
12  
500E

S.B. No. 475

  
President of the Senate

  
Speaker of the House

I hereby certify that S.B. No. 475 passed the Senate on  
March 31, 2011, by the following vote: Yeas 31, Nays 0. \_\_\_\_\_

  
Secretary of the Senate

I hereby certify that S.B. No. 475 passed the House on  
May 25, 2011, by the following vote: Yeas 147, Nays 0, one  
present not voting \_\_\_\_\_

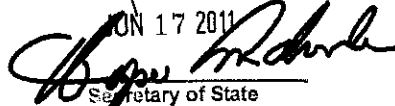
  
Chief Clerk of the House

Approved:

17 JUN '11  
Date

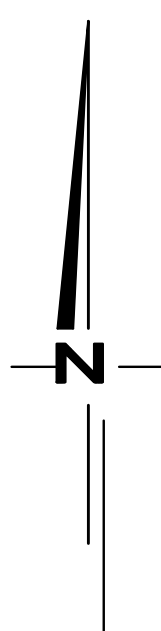
  
Governor

FILED IN THE OFFICE OF THE  
SECRETARY OF STATE  
\_\_\_\_\_  
O'CLOCK

  
Secretary of State



# **Exhibit 8**



Vicinity Map  
N.T.S.

McGaughy, R.K. Trustee

*A c r e a q e*

Thomas, Lavon B. & Et. Al.

Madison  
Square

Barker,  
Carolyn Kay

Barker,  
Carolyn Kay

Prihoda, Paul W.  
A c r e a q e

BNP LLC.  
Daikon-Goodman  
Industrial Campus

290 / Kickapoo  
Partners LLC.

GENERAL NOTE:

- 1.) ALL PUBLIC STREET RIGHT-OF-WAY ARE 60' UNLESS OTHERWISE NOTED.
- 2.) ALL CUL-DE-SAC RADII ARE 50' UNLESS OTHERWISE NOTED.

**A GENERAL PLAN (S.P.O.) OF**

# GEORGETOWN OAKS

**BEING 992.8± ACRES OF LAND**


**OUT of THE  
HARRIS COUNTY SCHOOL LANDS 10 SURVEY, A-332  
HARRIS COUNTY, TEXAS**

**OWNER:**  
**DELTA TROY INTERESTS, LTD.**

**PLANNER:**

- *Land Planning Consultants* -  
501 Cinco Ranch Blvd., Suite A-250  
Katy, Texas 77494  
Tel: 281-579-0340

SCALE: 1" = 500'



A horizontal scale bar with tick marks at 0, 250, 500, and 1000 feet. The bar is divided into four equal segments, each representing 250 feet.

OCTOBER 17, 2016  
KGA# I-170

DISCLAIMER AND LIMITED WARRANTY

THIS GENERAL PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE PROVISIONS OF THE CITY OF HOUSTON ORDINANCE NO. 1999-262 IN EFFECT AT THE TIME THIS PLAT WAS PREPARED ALONG WITH ANY VARIANCE OR VARIANCES TO THE PROVISIONS OF THE AFOREMENTIONED ORDINANCE WHICH ARE SUBSEQUENTLY GRANTED BY THE CITY OF HOUSTON PLANNING COMMISSION. THIS GENERAL PLAN WAS PREPARED FOR THE LIMITED PURPOSE OF GUIDANCE IN THE PREPARATION OF ACTUAL ENGINEERING AND DEVELOPMENT PLANS. THIS LIMITED WARRANTY IS MADE IN LIEU OF ALL OTHER WARRANTIES, EXPRESS OR IMPLIED, AND NEITHER BGE | KERRY R. GILBERT & ASSOCIATES, INC., NOR ANY OF ITS OFFICERS, OR DIRECTORS, OR EMPLOYEES MAKE ANY OTHER WARRANTIES OR REPRESENTATIONS, EXPRESS OR IMPLIED CONCERNING THE DESIGN, LOCATION, QUALITY, CHARACTER OF ACTUAL UTILITIES OR OTHER FACILITIES IN, ON, OVER, OR UNDER THE PREMISES INDICATED IN THE GENERAL PLAN.

# **Exhibit 9**



## Houston Planning Commission

### Meeting CPC 101 Form

### Platting Approval Conditions

**Agenda Item:** 26  
**Action Date:** 05/11/2017  
**Plat Name:** Georgetown Oaks GP  
**Developer:** Delta Troy Investments, Ltd.  
**Applicant:** BGE|Kerry R. Gilbert Associates  
**App No/Type:** 2017-0730 GP

**Staff Recommendation:**  
Approve the plat subject to  
the conditions listed

Total Acreage:	992.8000	Total Reserve Acreage:	0.0000
Number of Lots:	0	Number of Multifamily Units:	0
COH Park Sector:	0	Street Type (Category):	Public
Water Type:	Existing Utility District	Wastewater Type:	Existing Utility District
Drainage Type:	Open Ditch	Utility District:	
County	Zip	Key Map ©	City / ETJ
Harris	77484	283T	ETJ

#### ***Conditions and Requirements for Approval***

046. General Plan approval is for street patterns as shown on the plat only. (24)

046.1. Approval of the General Plan shall remain in effect for four years from the date of the Commission approval. Renewal of the GP shall occur when a section meeting the requirements of 42-24 (f) is recorded.

047. Make minor corrections and additions as indicated on the marked file copy.

143.1. Along a local street, there shall be an intersection with a local street, collector street or major thoroughfare at least every 1400 feet. (128)

162. Along a major thoroughfare, there shall be an intersection with a local street, collector street or major thoroughfare at least every 2600 feet. (127)

#### ***For Your Information:***

The below comments were made by other agencies during this review period. These comments are not to be considered as conditions for approval. However, you may find these comments useful as other plan approvals and permits are sought.

PWE Utility Analysis: Approve

Harris County Flood Control District: Flood Control review - Show and label channels K166-02-00 and L120-00 -00 (top of banks, centerline). Also show and label HCFCD easement (see uploaded PDF).

Harris Engineer: This general plan is contingent upon review and approval of the Harris County Engineering Department prior to recording section plats.

Make corrections and additions as indicated by Harris County's marked file copy on City of Houston's plat tracker. (HC)

It appears that additional access roads are needed around GP boundary to conform with chapter 42.

TIA will be required before the review of site development plan. ROW, cutbacks and UVEs will be checked when Section Plats are submitted



PLANNING &  
DEVELOPMENT  
DEPARTMENT

## Houston Planning Commission

### Meeting CPC 101 Form

### Platting Approval Conditions

**Agenda Item:** 26

**Action Date:** 05/11/2017

**Plat Name:** Georgetown Oaks GP

**Developer:** Delta Troy Investments, Ltd.

**Applicant:** BGE|Kerry R. Gilbert Associates

**App No/Type:** 2017-0730 GP

**Staff Recommendation:**

Approve the plat subject to  
the conditions listed

---

Questions concerning the informational comments should be directed to the agency's author. Planning and Development Department staff can assist you in getting the author's contact information. Call the "Planner of the Day" telephone number listed above.

# **Exhibit 10**



**PLANNING &  
DEVELOPMENT  
DEPARTMENT**

# Houston Planning Commission

## Action CPC 101 Form

### Platting Approval Conditions

**Agenda Item:** 26  
**Action Date:** 05/11/2017  
**Plat Name:** Georgetown Oaks GP  
**Developer:** Delta Troy Investments, Ltd.  
**Applicant:** BGE|Kerry R. Gilbert Associates  
**App No / Type:** 2017-0730 GP

Total Acreage:	992.8000	Total Reserve Acreage:	0.0000
Number of Lots:	0	Number of Multifamily Units:	0
COH Park Sector:	0	Street Type (Category):	Public
Water Type:	Existing Utility District	Wastewater Type:	Existing Utility District
Drainage Type:	Open Ditch	Utility District:	
County	Zip	Key Map ©	City / ETJ
Harris	77484	283T	ETJ

#### **Conditions and requirements for approval:**

046. General Plan approval is for street patterns as shown on the plat only. (24)

046.1. Approval of the General Plan shall remain in effect for four years from the date of the Commission approval. Renewal of the GP shall occur when a section meeting the requirements of 42-24 (f) is recorded.

047. Make minor corrections and additions as indicated on the marked file copy.

143.1. Along a local street, there shall be an intersection with a local street, collector street or major thoroughfare at least every 1400 feet. (128)

162. Along a major thoroughfare, there shall be an intersection with a local street, collector street or major thoroughfare at least every 2600 feet. (127)

#### **Commission Action:**

Approve the plat subject to the conditions listed



**Action Date:**  
**05/11/2017**

Contact the City of Houston, Planning and Development Department with questions regarding the Planning Commission's action or the conditions or requirements for approval. Call 832-393-6600 and speak with the "Planner of the Day." The Planning and Development Office is located at **611 Walker Street, Sixth Floor, Houston, Texas 77002.**

#### **For Your Information:**





## Houston Planning Commission

### Action CPC 101 Form

### Platting Approval Conditions

**Agenda Item:** 26  
**Action Date:** 05/11/2017  
**Plat Name:** Georgetown Oaks GP  
**Developer:** Delta Troy Investments, Ltd.  
**Applicant:** BGE|Kerry R. Gilbert Associates  
**App No / Type:** 2017-0730 GP

---

The below comments were made by other agencies during this review period. These comments are not to be considered as conditions for approval. However, you may find these comments useful as other plan approvals and permits are sought.

PWE Utility Analysis: Approve

Harris County Flood Control District: Flood Control review - Show and label channels K166-02-00 and L120-00-00 (top of banks, centerline). Also show and label HCFCD easement (see uploaded PDF).

Harris Engineer: This general plan is contingent upon review and approval of the Harris County Engineering Department prior to recording section plats.

Make corrections and additions as indicated by Harris County's marked file copy on City of Houston's plat tracker. (HC)

It appears that additional access roads are needed around GP boundary to conform with chapter 42.

TIA will be required before the review of site development plan. ROW, cutbacks and UVEs will be checked when Section Plats are submitted

Questions concerning the informational comments should be directed to the agency's author. Planning and Development Department staff can assist you in getting the author's contact information. Call the "Planner of the Day" telephone number listed above.

# **Exhibit 11**



HANCE SCARBOROUGH, LLP  
ATTORNEYS AND COUNSELORS AT LAW

Clayton D. Nance  
Attorney  
cnance@hslawmail.com

May 17, 2010

Mr. Pat Henry  
Director of Project Development  
Texas Department of Transportation – Houston District  
P.O. Box 1386  
Houston, Texas 77251-1386

RE: U.S. Highway 290 Corridor Improvements Project  
Comments on Final Environmental Impact Statement  
Delta Troy Interests

Dear Mr. Henry:

Please take this correspondence as our comments on the Final Environmental Impact Statement (FEIS) for the U.S. Highway 290 Corridor Improvements Project.

Our comments concern the lack of new frontage roads planned for a portion of Phase III, Segment 12. Our client, Delta Troy Interests, Ltd., owns property in Segment 12 abutting the northern and southern boundaries of Highway 290. Binford Road splits the western portion of the property. Kickapoo Road borders the property to the east, and Hempstead Road borders the property to the south. FM 2920 borders the property to the north. Highway 290 splits the property. No frontage roads are located on either side of Highway 290 across our client's property.

The schematic design for Segment 12 in the Corridor Improvements Project does not include any frontage roads on either side of Highway 290 between the Binford Road and Kermier Road intersections. This is the only area along the entire 38-mile Corridor where nothing is proposed in regards to construction or expansion of frontage roads. Inclusion of new frontage roads in this area is warranted for multiple reasons.

It is undisputed that the expected population and industry growth in Segment 12 will have a drastic effect on traffic safety, traffic congestion, and the daily activities of local residents and businesses. Large-scale developments offering new residential areas, business centers, and civic facilities will be located in Segment 12 in the near future. The mixed land uses in Segment 12 will be similar to those that have arisen recently in the area of the Corridor immediately to the east. In fact, population and employment is projected to increase by 305 and 174 percent, respectively, within the next 25 years from the proposed Grand Parkway/SH 99 to the Waller County Line. (FEIS, Page 1-4). This alarming projection means traffic will increase substantially along Highway 290 in Segment 12. Traffic along the arterial roadways that provide connections from Highway 290 to collectors and local streets will also increase. If alterations to the design

and capacity of the Highway 290 roadway system in this area are not incorporated into the Corridor Improvements Project, vehicular traffic will overwhelm the local roadways to the detriment of the public.

Widening the main lanes of Highway 290 in Segment 12 alone will not resolve these traffic issues. (FEIS, Page 2-13). New frontage roads along Highway 290 from Binford Road to Kermier Road are necessary to provide continuity in highway design, promote continuous traffic flow, and reduce congestion along the main lanes of Highway 290. New frontage roads along Highway 290 are also necessary to counter the burden on arterial roadways, collectors, and local streets from the escalating volume of traffic in this area. Equally important, new frontage roads in this area are consistent with the goals of the Corridor Improvements Project. (FEIS, Page 1-10).

The Corridor Improvements Project is a comprehensive overhaul of a major thoroughfare serving one of the most populous areas of this state. The final schematic design adopted for this project should include roadway design mechanisms that will benefit the public in the long term. Much-needed frontage roads in Segment 12 are in the public's best interests. The benefits to the public substantially outweigh the state's cost of implementing the new frontage roads. In fact, the cost of implementing the new frontage roads from Binford Road to Kermier Road is minimal compared to the estimated total cost of this project of \$4.65 billion. TXDOT should take a progressive approach to meet this area's long-term demand for a safe and adequate roadway system by incorporating new frontage roads into this project.

The final schematic design for the Corridor Improvements Project should include new frontage roads along Highway 290 from Binford Road to Kermier Road. Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Clay Nance", written in a cursive style.

Clay Nance

# **Exhibit 12**

March 9, 2018

USDOT Federal Railroad Administration  
1200 New Jersey Avenue SE., MS-20  
Washington, DC 20590

RE: Dallas to Houston High-Speed Rail

To whom it may concern:

Our firm, KGA Consulting, LLC on behalf of our client, Delta Troy Interests, Ltd., has been tasked with the review and analysis of the 2017 Dallas to Houston High-Speed Rail Draft Environmental Impact Statement (DEIS). Delta Troy owns a property in northwest Harris County along US 290 at Binford Rd. which would be impacted by the proposed rail alignment as presented in the DEIS. In February 2017, we filed a comment response letter to Mr. Michael Johnsen with the FRA voicing our concerns for the alignment passing through the center of the tract between Binford and Kickapoo Rd., now known as Georgetown Oaks, a master-planned development with residential, commercial, and business park uses. Since that time, we have received a renewed General Plan for the property from the Houston Planning Commission, which conflicts with the proposed rail corridor, temporary construction yard, and access road proposed on the site as illustrated in the DEIS appendices and plan sheets. These obstructions limit the location and availability of our proposed future land uses to develop as planned in a timely manner, and potentially impacts the ability for cross access through our development.

Work on the property now known as Georgetown Oaks was started over ten years ago, and included the submittal and approval of a General Plan in 2007 and the creation of a Municipal Utility District by the Texas Legislature in 2009 (signed by the governor in 2011), Harris County MUD #524. While the economic downturn did have some impact on the development schedule for the property, our client's goal was to set everything in motion when the economy improved and there was renewed development interest in the Waller-Hockley area. Given the prominent location of the tract with acreage on either side of US 290 with access to many existing thoroughfares, there is no doubt this property will develop into a significant center of activity. Neighboring properties are already developing into major manufacturing facilities and other business-campus type uses that our client is also proposing at Georgetown Oaks with additional commercial and residential components. The high speed rail project as described in the DEIS would be a significant detriment to the future development of the Georgetown Oaks property in numerous ways, none of which are easily mitigated or enhance the viability of the development.

In response to the information presented in the DEIS and the associated appendices, there are several issues and concerns we have in regards to the proposed alignment and the high-speed rail project as a whole. In our role as a land planning firm, we have over 30 years of experience in the planning and design of master planned communities, and have prepared numerous local and regional mobility studies to serve our clients at every scale. Based on the proposed alignment presented in the DEIS, we have several current and past clients, in addition to Georgetown Oaks which will be directly impacted by this project should it come to fruition.

These projects are all in different stages of the development process, some further along than others, but none of these developments were mentioned in the DEIS or any of the previous scoping reports as ongoing projects or a consideration when the consultants were doing their initial research. The concerns we have with the information and analysis presented in the DEIS, or lack thereof, focuses primarily on the issues with proposed future land use, drainage, noise/screening, and connectivity.

### *Land Use*

In reviewing the DEIS, the discussion and analysis of land use affected by the high-speed rail alignment focused solely on the current land use. Within the document there was minimal discussion or analysis given to proposed future land uses for tracts or property which currently are undeveloped or being used for agricultural purposes. In the few sections that do mention land use, the report focuses on consistency with exhibits or maps prepared by regional agencies such as the local Councils of Governments (CoGs) for each representative area along the proposed alignment, but these agencies are rarely the ones governing the review and submittals of proposed developments. For Houston, HGAC prepares a number of studies and reports on their own or as part of a collaborative effort with its member municipalities, but the City of Houston is the governing body for all new developments within their city limits and extra-territorial jurisdiction, approx. 2,000 square miles.

Development within the Houston city limits and extra territorial jurisdiction is constant, and is one reason that the Houston Planning and Zoning Commission meets every two weeks to review and approve/deny proposed developments or redevelopments in accordance with the City's subdivision regulations and other pertinent ordinances governing development within the City. Houston is well known for being one of the largest cities in the nation without zoning, but that does not mean it does not have planning. While a lack of zoning could be considered a benefit or a hindrance from different perspectives, it makes the existing plans and ordinances which govern the city's development all the more significant and a necessity. Two of the chief documents with which we deal with on every development are Chapter 42, more commonly known as the Subdivision Ordinance, and the Houston Major Thoroughfare Plan. These documents set the requirements for all new developments and ensure current plans and growth will not hinder projects in the future, especially for something as significant as providing sufficient access.

For many developers in Houston, the first step towards starting a new development project is with the submittal of a General Plan to the City. This General Plan lays out proposed land uses and connectivity through a tract to ensure adequate access to the existing thoroughfare network and to accommodate any proposed new thoroughfares or collectors as required by the City's Major Thoroughfare Plan. In our review of the DEIS, there is no mention of correspondence or inquiry to municipalities like the City of Houston or the City of Dallas to ensure that the proposed High-Speed Rail alignment would not impact any developments which have submitted and received approval of a General Plan or equivalent submittal. The DEIS does list some similar resources for Ellis County and some other municipalities between Houston and Dallas, but not for either major metropolitan area anchoring the high speed rail project. For the alignment as shown through the Houston region, Harris and Waller Counties, we can definitively state that the proposed rail alignment would impact several projects which are not currently in active development, i.e. the construction of residential neighborhoods or other commercial/non-residential development, but are in the planning stages and have received approval of General Plans from the Houston Planning Commission or Waller County Commissioner's Court. These plans show the developer's intention to develop their respective properties in the future, but



many of which have only been considered in the DEIS under their current land use, agricultural or other less-intensive purposes. As listed in the DEIS in Section 3.11 and again in Section 5.3, 80 percent of the land use in the areas impacted by the rail are currently agricultural uses. This figure only considers the current land use and there is no discussion about the possibility that these fields and farms could someday develop into something none ag-related, especially for properties nearer to current active development or along major highways. For the more rural counties between Houston and Dallas, this is likely not an issue or an understated percentage, but is a significant oversight in the review process for the segments of the rail closer to Dallas and Houston and will impact planned developments which are at all different stages in the development process.

### *Drainage and Detention*

Drainage, detention, floodplain amendments, and development regulations are going to be major topics of discussion for many years to come in Houston. For these reasons alone, the information and plans for this project's drainage and detention should be reevaluated and the permit application to the US Army Corps of Engineers delayed until further notice, until such a time in which the planned detention basins and culvert crossings are further analyzed and adequately sized to meet drainage requirements based on post-Harvey conditions. Should the HSR project move forward as currently engineered, the topics of sheetflow, detention requirements, and regional impacts are the primary issues that need to be fully understood and addressed. If any one of these issues are still withstanding, there is a possibility that future takings would be necessary to enlarge basins or to add additional drainage crossings in order to prevent downstream impacts and provide adequate project drainage and detention volumes based on post-Harvey requirements.

### *Noise and Screening*

The discussion of potential noise concerns in the DEIS was given in relation to the number of sensitive receivers the HSR would impact within 1,300' of the proposed alignment. The metric used to determine whether a residence or other existing structure would be moderately or severely impacted is described as the amount of increase in noise in decibels due to the project's construction and operation over the existing noise conditions. Per the presented graphs and supporting information, any increase in noise less than 5 decibels was considered a moderate impact and an increase greater than 5 decibels considered a severe impact. The report does provide that additional assessment would be required at the time of the final project design to include mitigation measures such as sound barriers or building sound insulation where feasible in order to alleviate noise impacts on surrounding residences or structures.

In the DEIS, Section 3.4.3.1 specifies that the screening distances used in the evaluation of noise-sensitive land uses was 1,300' for the new HSR corridor in a rural area and 275' for vibration impacts based on FRA guidance manuals and general project assumptions. The issue with potential noise and screening concerns may not appear as a significant impact to surrounding properties when the analysis is based solely on current conditions where much of the affected land uses are agricultural. Once future land uses are considered, there are a number of residential and commercial/other non-residential developments planned directly in the path of the high-speed rail which would fall into these screening distances. Section 3.4.5.2.3 also suggests a screening distance of 1,000' from the center of the proposed maintenance facilities in order to mitigate operational noise impacts. Again, the report states there are no current noise-sensitive land uses within these distances, but no further research or analysis for future developments and land uses on these same properties. Once these factors are

considered in relation to future land uses and developments that were not a part of the DEIS analysis, noise concerns become a major issue in the potential growth areas surrounding Dallas and Houston. Another instance where the initial data gathering and correspondence is inadequate for a project of this magnitude and makes assumptions and recommendations on incomplete information in areas where future growth and development is not only likely, but is currently being planned and engineered on many of the subject properties the HSR alignment is proposed.

Screening and other mitigation measures are mentioned within the DEIS, but the discussion centers around the final design in which additional noise assessments would be conducted and a supplementary noise control plan would be created to alleviate impacts on affected properties. Some general information is provided regarding sound barriers or building insulation, but the problem is also presented that these measures can become visually intrusive. There is also no discussion revolving around how the tracks or sound attenuation would be managed for the portions of the track which are on elevated viaducts. Were all undeveloped parcels along the HSR alignment to remain so for the duration of the project this may not be an issue, but for the potential growth areas nearer to Dallas and Houston, these aesthetics and sound barriers become of paramount concern for all proposed developments as they could impact sales of homes or non-residential properties.

### *Connectivity and Thoroughfares*

Another instance in which the DEIS falls short in their review and analysis is in the review and accommodation of published major thoroughfare plans for the more urban counties in which proposed thoroughfares and improvements are planned and alignments proposed in order to serve the surrounding areas as they develop. These maps are used as a guide for where major thoroughfares, collectors, and other roadways should be generally located to provide adequate connectivity and to prevent isolating developments or property in the future. The Houston Major Thoroughfare Plan is amended yearly and different sub areas of the plan are routinely studied and reviewed to accommodate projected growth and planned developments occurring in whichever region is undergoing further study that year. The Ellis County Thoroughfare Plan is listed as one of the data sources reviewed as part of the transportation section, but not the Houston Major Thoroughfare Plan, which is available in multiple formats online for download or viewing.

Beyond overlooking published major thoroughfare plans, most of the larger residential developments or master planned communities will include their primary roadways and collector streets in their General Plan submittals. This is done to illustrate to the review staff the proposed circulation and internal connectivity of a project to ensure all new developments have adequate access to existing and proposed thoroughfares. The plan and engineering sheets provided within the DEIS do not address future road crossings and only shows how the existing roads or private streets would be mitigated by road closure, rerouting, or taking the existing road over/under the HSR depending on the track arrangement at the specific location.

For areas in which the tracks are on the elevated viaduct, it could be feasible for new public roads to cross under the rail, given there is adequate height and all other regulatory street/transportation standards are met. The one issue in the viaduct design is the inclusion of maintenance service/access roads which are shown along the rail row on the plan profile sheets included in the DEIS appendices. One such access road runs through the southern portion of Georgetown Oaks from just south of the intersection of Binford Rd. and US 290 to the

southern end of the property at Hempstead Rd. The treatment of these access roads is not described in the DEIS, but if similar to other maintenance access roads, will not be for public use and likely to be fenced or some other form of separation in order to maintain the HSR's desired fully-sealed corridor. The same reason why many of the smaller rural roadways which currently cross the proposed rail alignment are listed to be closed or relocated/rerouted so as to not interfere with the rail. In some locations, where the rail is proposed to cross existing major thoroughfares, the existing roadway is proposed to be demolished and reconstructed so as to be elevated up and over the proposed rail. We assume these efforts would be undertaken and funded as part of the overall HSR project, but we cannot find within the DEIS or any other report clarification which specifically states who this responsibility falls to. The difficulty with either approach of roadway crossings the HSR alignment is that there is no process set forth for the review or consideration of any new crossings.

The scenario for addressing new roads becomes a greater issue, and is another necessity to future growth and development which is overlooked in the DEIS. Local street connectivity and circulation is paramount for successful projects. For developments where the rail right-of-way divides a property, if no new roadways were allowed through the HSR ROW, the only means for a resident to reach the other side of a development is travel out of their way in order to cross the rail at an existing crossing in order to reach their destination. This adds cost, materials, and more vehicle miles traveled for anyone living, working, or traveling along/across the rail right-of-way. The primary goal of the HSR is to provide an alternative transportation option and to hopefully reduce the amount of automobile travel between Houston and Dallas. This may be a laudable goal, but if the project causes someone to take a circuitous path and travel significantly out of their way in order to reach a destination in their same development on the opposite side of the rail, has the project achieved its goal or merely inconvenienced a significant amount of people with no direct benefit from the rail?

The DEIS text lists the studies which were consulted and reviewed as part of their data collection and analysis, most of which project future growth in population and the expansion of the existing transportation network to service this need. Along with the lack of consideration for future land use, the topic of transportation appears to have been analyzed as a static measure. The current conditions of which properties are being used and access today are assumed to remain unchanged, while market trends and major growth corridors are having an effect spurring on new developments in areas that were not previously as desirable or marketable due to lack of access. The completion of the Grand Parkway segments around the northwestern side of Houston has created a wealth of opportunities for residential and commercial developments along its path as well as along the US 290 corridor due to the greater ease and accessibility to move people, goods, and services around Houston's periphery without having to travel further into one of the more central loops with added congestion and traffic volume.

## *Conclusions*

Growth in areas surrounding Houston and Dallas is an inevitable certainty as both cities will continue to increase in population and development. It is not a matter of if development will occur, merely an issue of timing, as most developments are directly related to access and market trends. While the High Speed Rail may alleviate some congestion for people traveling between Dallas and Houston by the alternatives of driving IH-45 or flying between the two, the Draft Environmental Impact Statement as presented overlooks many important topics that would greatly impact many properties along its path.

Too much of the information and rationale presented in support of the HSR assumes no change

or static growth and development for two of the country's most rapidly growing metropolitan areas. The DEIS should not be shortsighted in measuring the positive or negative impact the project has over the course of its path or the life of the project. Many discussions and rationale for decisions presented, appear to be based on incomplete or cherry-picked information to support the project while other considerable sources or information are overlooked without discussion or argument. Items such as the Houston Major Thoroughfare Plan, which is easily available for viewing or download through numerous City of Houston departments, is completely not addressed or listed as a researched source document. Circulation and access are key issues with a City as large as Houston and with as much continuous development. These are the primary comments we receive on every plat and general plan we submit to ensure that owners or users of adjoining property, whether developed or undeveloped, have access to the property should the existing conditions for that property change.

The analysis in the DEIS only focuses on current conditions, and there is little to no evidence to show that governing bodies or review boards were consulted or sought out to provide insight into the proposed HSR alignment. Many of our clients and their respective properties which lie in the path of the HSR have had General Plans approved through the Houston Planning Commission and can easily be researched through their agendas or the City's online mapping system to provide types of application, approval dates, and other relevant public information. None of which was discovered in the initial desktop research performed by the HSR consultants. From 30,000', looking at an aerial image can give some insight and valuable information about the limits of current development, but is not entirely helpful for a project of this size and scope without thorough investigation and research to understand what is being planned for those areas without visible development. What is a field of corn today along US 290 could be a major mixed use commercial retail center and business park or a master planned residential community. The potential noise and vibration generated throughout the day due to the frequent trips and desired design speed of the high speed rail coupled with the minimal rail crossings will likely limit what land uses will want to be located near the rail. In examining potential development along the rail corridor, there are no compatible land uses other than those directly serving the maintenance or support of the rail itself.

With the devastation of Hurricane Harvey and the other recent flood events still fresh in people's minds, how the High Speed Rail will affect local and regional drainage patterns is a considerable topic which should be further evaluated through the environmental review process. It is one topic of significant importance which should not be underestimated, as any impact can become compounded and the repercussions felt for a considerable length of time. Add into this discussion the topics of future land use, project drainage and detention, noise and screening, and the ability to address the growth and expansion of existing and proposed thoroughfares are all major items which are not adequately addressed in the current report and should be reevaluated.

The high speed rail does not benefit these projects in the planning and engineering stages of development, nor does it have any demonstrable benefit for any property not near a terminal station. The rail has little or no potential benefit of someone living in Hockley, Corsicana, or any other similar town along the route. They could use the rail as a travel alternative once they reached a terminal station, but otherwise affected landowners have a general nuisance through their property with no major public benefit. Rather, the high speed rail would only create negative impacts for those property owners adjacent to the rail and serve as a hindrance should they ever desire to develop their property beyond its current use. The DEIS states that 80

percent of the land use along the proposed rail alignment is for agricultural land uses, and the High Speed Rail is a good tool to ensure that these properties never have the chance to develop to any higher or better use.

Please feel free to contact my office should you require any clarification or additional information.

Sincerely,

A handwritten signature in black ink, appearing to read 'Kerry Gilbert', written in a cursive style.

Kerry Gilbert  
President

# **Exhibit 13**



July 6, 2015

Ms. Sarah Feinberg  
Acting Administrator  
Federal Railroad Administration  
1200 New Jersey Ave, SE  
Washington D.C. 20590

**Via Certified Mail, Ret. Rec. Req.**

Dear Ms. Feinberg,

I appreciate your April 27, 2015 letter responding to our request dated November 14, 2014, to begin formal coordination with the Federal Railroad Administration on the Dallas to Houston High Speed Rail Environmental Impact Statement (EIS). One of the two routes proposed for further analysis by Texas Central Rail, a private corporation and partner with you in this project, will create a new corridor through our planning area, creating significant local impacts.

It should be noted that your letter refers to our Commission as a "public stakeholder." This is incorrect. We are a political subdivision of the state of Texas, with planning authority made up of elected representatives *of* the public. We are not a public stakeholder, but rather a local government with jurisdictional planning authority. State and Federal law recognize this distinction, which is why there is a separate and distinct process of coordination set forth in statute to ensure conflicts with local governments are resolved.

In July of 2008, the Waller County Sub-Regional Planning Commission (WCSRPC) was formed for the purpose of planning the future development of our community, including the planning of transportation systems within our jurisdiction. Members of our Commission include elected representatives from as well as the County of Waller. As a statutorily created planning commission under Texas State Law<sup>1</sup>, we have the unique authority and expertise to ensure that all projects within our jurisdiction, whether city, county, state or federal, work together for the benefit of the people of Waller County.

---

<sup>1</sup> Local Government Code, Chapter 391, Regional Planning Commissions



Under Texas law, Section 391.009(c) requires all state agencies to “coordinate planning with commissions (WCSRPC) to ensure effective and orderly implementation of state programs at the regional level.” This directive for state agencies, such as the Texas Department of Transportation, to coordinate their plans with WCSRPC does not conflict with their responsibility to plan for improved transportation from a statewide perspective, in fact, it enhances their efforts. By planning regional projects in close coordination with planning commissions such as ours, federal and state agencies can develop an efficient and safe transportation system that benefits the local communities as well as those passing through our jurisdiction.

The National Environmental Policy Act (NEPA)<sup>2</sup> also requires coordination<sup>3</sup> with local governments during the preparation of the environmental analysis of a project, such as the Dallas to Houston High Speed Rail (DHHDR). This places a specific duty on your agency to coordinate directly with our Commission.

Additionally, throughout NEPA and the Council on Environmental Quality (CEQ) regulations, there are specific requirements placed on the lead agency to ensure that impacts to local governments are thoroughly analyzed and conflicts with local plans resolved.<sup>4</sup> The purpose of the NEPA study is *not* to approve a federal action, but rather to identify how that action may impact the “human environment.”<sup>5</sup> In essence, the purpose for this environmental study is to determine, in part, its impact to the WCSRPC community.<sup>6</sup> As the state designated planning authority for this area, it is necessary to coordinate with us to ensure you are fully informed of our current and future plans as well as the potential impacts your project will create in our area for the purposes of completing a legally sufficient environmental study.

---

<sup>2</sup> 42 U.S.C. §4331 *et seq.*

<sup>3</sup> 43 U.S.C. §4331(a) “It is the continuing policy of the Federal Government, *in cooperation with State and local governments*, and other concerned public and private organizations, to use all practicable means and measures, including financial and technical assistance, *in a manner calculated to foster and promote the general welfare, to create and maintain conditions under which man and nature can exist in productive harmony, and fulfill the social, economic, and other requirements of present and future generations of Americans.* (b) In order to carry out the policy set forth in this Act, *it is the continuing responsibility of the Federal Government to use all practicable means, consistent with other essential considerations of national policy, to improve and coordinate Federal plans, functions, programs, and resources to the end that the Nation may —*”

<sup>4</sup> See 40 C.F.R. §1501.1(c) “Study, develop and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act;”

See also 40 C.F.R. §1502.16, “It shall include discussions of: (c) Possible conflicts between the proposed action and the objectives of Federal, regional, State and local (and in the case of a reservation, Indian tribe) land use plans, policies and controls for the area concerned;” and,

See 40 C.F.R. § 1506.2(d) “To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law.”

<sup>5</sup> 42 U.S.C. § 4332(2)(C);

<sup>6</sup> NEPA requires you to assess the environmental impacts on the “locale” and not just from a regional perspective. 40 C.F.R. §1508.27(a).

In the Scoping Report released April of this year for the DHHSR environmental study, you state the next step in the NEPA process is to prepare the Project's Purpose and Need statement and identify a reasonable range of alternatives. Specifically, you point out the need to coordinate with our Commission prior to identifying the alternative alignments.

***"FRA will also undertake coordination and consultation with federal and state agencies, local government and Metropolitan Planning Organizations (MPO). Tribal governments, and the Section 106 consulting parties prior to identifying the alternative alignments to be evaluated in the Draft EIS." (DHHSR Scoping Report, page 24)***

Although we would have preferred to coordinate with you early in the process to avoid potential conflicts with the two routes already identified to be carried forward, we are prepared to discuss these alternatives and their impact on our community as soon as possible. To this end, we renew our request to meet with you and have set aside the days of **August 3, 10, 17, or 24 of 2015** for these discussions. It is our hope that one of these dates will work with your schedule so we can begin working through these critical issues.

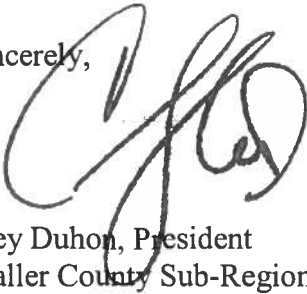
Although NEPA requires that local governments with jurisdiction or special expertise be invited to participate as a "cooperating agency," we are not requesting this involvement, nor would such a relationship be appropriate. As an elected body of the public, our discussions and decisions must be made in public meetings with a quorum present. Coordination is the appropriate vehicle for us to convey our plans and policies to you and to give you the opportunity to meaningfully work with us to resolve possible conflicts. More importantly, it is good business to do so. It would demonstrate the FRA's willingness to foster an open, strong and productive working relationship with our Commission.

Only a small portion of the proposed routes cross into our jurisdiction, which may be the reason your agency has not met with us to discuss potential conflicts with our existing infrastructure and future plans. However, the placement of a High Speed Rail corridor in the eastern part of our jurisdiction will have significant impacts on our community. Unfortunately, these impacts are not identified in your scoping report, nor do we anticipate that the public comment process can sufficiently convey these issues to you. Hence, it is important that we meet and share our concerns face to face.

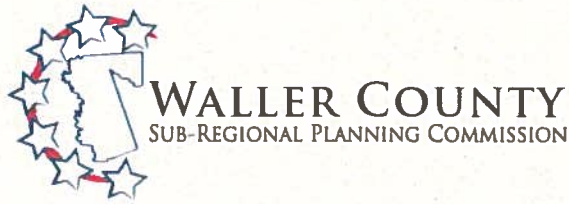
Please let us know by Friday, July 24, 2015, which of these dates will be most convenient with your schedule, or, if necessary, please suggest a date in the near future that would be workable. It is important, however, that our viewpoint be fully discussed and concerns aired sooner rather than later in order to avoid delays in this process.

I look forward to hearing from you and meeting you and your team in person.

Sincerely,

A handwritten signature in black ink, appearing to read 'Trey Duhon', written over the word 'Sincerely,'.

Trey Duhon, President  
Waller County Sub-Regional Planning Commission



May 6, 2016

**VIA U.S. Mail. Return Receipt Requested**

Mr. Dan Harmon  
Interim Rail Division Director  
Texas Department of Transportation  
Rail Division  
125 East 11th Street,  
Austin, Texas 78701

**RE: Discussion of Impacts in Waller County and the Federal Rail  
Administrations Failure to Analyze Potential Corridors for the Dallas to Houston  
High Speed Rail, Pursuant to the National Environmental Policy Act.**

Dear Director Stevens,

Thank you for you and your staff's participation in our Waller County Sub-Regional Planning Commission's coordination meeting this past February 9, 2016. As a follow up to that meeting, this letter has been prepared to summarize the specific local impacts that the Dallas-Houston High-Speed Rail Project will have on our local businesses, community, and landowners. It is also intended to point out some of the key violations that have occurred in the preparation of the forthcoming Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA).

As discussed in the meeting, there is clear evidence that the Federal Rail Administration (FRA) has improperly selected one build alternative (Utility Corridor) and one alignment (HC-4) through Waller County without conducting the necessary comparative analysis of alternatives pursuant to NEPA. Specifically, we are requesting that your agency call upon the FRA to step back and conduct a programmatic EIS for the four build corridors (BNSF, UPRR, I-45, Utility) that met the "Purpose and Need" of the project identified in the Corridor Alternatives Analysis Technical Report (August 2015).

Doing so is the only way that the FRA can fulfill its responsibility to advance an alternative that resolves the conflicts the project creates in Waller County. (40 C.F.R. § 1501.2(c)). Some of these conflicts were brought to your attention during the meeting and are again noted in this letter. As was pointed out, the mere fact that you have improperly drawn a line for a preferred

---

P.O. Box 604  
Waller, Texas 77484  
(936) 931-9627



alignment has already harmed our community. Developers are forced to look outside of Waller County for housing and commercial sites to support the 4,000 plus jobs expected from the Daikin/ Goodman manufacturing site currently being constructed in our area. The expected growth and development opportunities that would greatly benefit every resident, especially our minority community, are being forced to consider other locations.

Members of our Commission have received a form letter dated January 7, 2016, from the U.S. Department of Transportation, Federal Rail Administration requesting we provide “information concerning environmental and land use constraints including current or proposed land development projects, city projects, or other issues of interest to Waller County within the study area.”

It goes on to state: “This information will be used by FRA and AECOM in the assessment of impacts documented in the Draft EIS and the evaluation of **alignment alternatives**.” Please note that there is only one build corridor and one alignment carried forward by the FRA for study pursuant to NEPA in Waller County. It is disingenuous to ask us at this late date for information that should have been considered at the corridor level stage of the analysis. However, we do hope that providing you this information will demonstrate the need to step back and prepare a programmatic corridor level EIS.

To that end, we would also appreciate it if you would ensure this letter is reviewed by the proper representatives performing the EIS, including Ms. Sarah Feinberg at the Federal Rail Administration, Mr. Tim Keith, CEO, Texas Central Partners, Ms. Melissa McNeely, Rail Projects Manager, Texas Department of Transportation and Lt Gen Joe Weber, Executive Director.

Let me also remind you that our Waller County Sub-Regional Planning Commission (Commission) is a formally created entity under the state of Texas Local Government Code 391. Members of our WCSRPC include the City of Waller, Prairie View, Pine Island, Hempstead, Pattison, Brookshire, Katy, Waller Independent School District and Hempstead Independent School District. We are not a “public stakeholder” as stated by the Federal Rail Administration.

The National Environmental Policy Act (NEPA) requires the Federal Rail Administration and your agency, as the joint lead agencies, to coordinate with our local government planning commission. At the same time, as a local government entity formed under Texas Code 391, the Texas Department of Transportation is required to coordinate with us under Section 391.009(c). As a statutorily created planning commission under Texas State law, we have the unique authority and expertise to ensure that all projects within our jurisdiction, whether city, county, state or federal, work together for the benefit of the people of Waller County.

As we discussed during the meeting, your agency and the FRA have failed to coordinate with our planning commission prior to selecting the Utility Corridor and H-4 alignment through Waller County. Had we met early in the process, as required under NEPA and requested numerous times by our Commission, we could have provided you and your staff with these important impacts creating a much more complete and sufficient analysis. We do, however, believe you

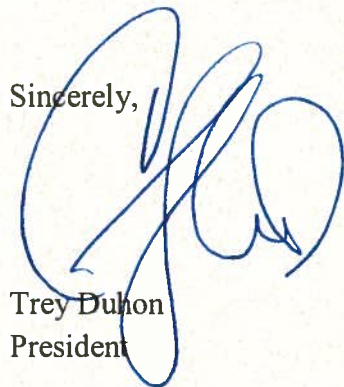
and your staff's participation in our first coordination meeting was a good first step in rectifying this deficiency, and we appreciate your willingness to discuss these issues with our Commission.

It is our expectation that as a result of these efforts, the FRA will provide us with a reasonable explanation as to why it failed to perform a corridor level analysis pursuant to NEPA, or, preferably with a decision that they will stop current work on the selected alignment Draft EIS in order to step back and prepare a proper corridor level EIS. At the end of our meeting we asked that you bring a representative from FRA to our next coordination meeting so that the federal agency has an opportunity to address our concerns. We would like to set a date for that meeting and ask that you contact us by Monday, May 23, 2016, with a meeting date for the month of June that works with your schedule and that of the FRA's.

Further, as of the writing of this letter, it has come to our attention that Texas Central Railroad and Infrastructure, Inc. and its affiliates (hereinafter collectively TCRI) have filed two petitions with the Surface Transportation Board (STB) requesting exemptions from certain railroad regulations, and they are seeking an expedited review and approval to commence land acquisition through the use of Eminent Domain prior to the determination of the final alignments and prior to the completion of a valid environmental analysis, all done without any notice to affected landowners, municipalities, and counties, and such expedite review foreclosing any opportunity for public comment. I am enclosing a copy of WCSRPC's Preliminary Comments in Opposition to Petition for Exemption and Petition for Clarification. This action offends basic tenets of due process and as such, we are also requesting, as a matter of coordination, that TXDOT officially oppose any such efforts to avoid policies and procedures that are intended to protect the general public and Texans' land from an abuse of authority and what would amount to an illegal condemnation of their property. Private property rights in Texas should be respected above all else.

Please let us know if you have any questions about the information provided. We look forward to working with you and setting our next meeting date.

Sincerely,



Trey Duhon  
President



**Discussion of Impacts in Waller County and the Federal Rail Administrations Failure to Analyze Potential Corridors for the Dallas to Houston High Speed Rail, Pursuant to the National Environmental Policy Act.**

**Contents:**

- A. The FRA Improperly Narrowed Corridor Alternatives
  - 1. Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor
  - 2. Scoping Report
  - 3. Corridor Alternatives Analysis Technical Report
  - 4. Alignment Alternatives Analysis Report
- B. The FRA is Preparing an EIS to Justify Decisions Already Made
- C. Local Significant Impacts to Waller County and WCSRPC's Jurisdiction Must be Resolved
  - 1. Emergency Services
  - 2. Economic Development Impacts on the City of Waller
  - 3. Waller ISD Impacts
  - 4. Other Community Impacts
    - a. High Speed Ground Transportation Noise and Vibration Impact Assessment
    - b. Quality of Life
    - c. Katy Prairie Conservancy
    - d. Kickapoo Preserve
    - e. Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines
    - f. G & W Water
    - g. Woodhaven Subdivision
  - 5. Waller County Economic Partnership
  - 6. Economic Obsolescence
  - 7. Historical Impacts
  - 8. Public Safety
- D. Summary



## **A. The FRA Improperly Narrowed Corridor Alternatives**

### **1. Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor**

June 25, 2014, the Federal Railroad Administration (FRA) announced it would be preparing an Environmental Impact Statement (EIS) pursuant to the National Environmental Policy Act (NEPA), for a High Speed Passenger Rail Corridor between Dallas and Houston Texas (79 Fed. Reg. 36123). The proposed action that requires the FRA oversight and NEPA analysis is “for the impacts of constructing and operating a dedicated high-speed rail (HSR) system.” The project was proposed by a private company, Texas Central High Speed Railway (TCR), which was formed in 2009, for the purpose of bringing HSR to Texas.

The Notice stated that the EIS would “evaluate route alternatives for passenger rail,” and evaluate “alternatives for construction and operation of the Proposed Action consisting of a sealed HSR corridor.”

The notice committed that the EIS would address environmental issues of concern, including:

- a. Describing the purpose and need for the Proposed Action.*
- b. Describing the environment likely to be affected by the Proposed Action.*
- c. Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action.*
- d. Describing the no-build or no-action alternative to serve as a baseline for comparison.*
- e. Describing the potential environmental impacts associated with the reasonable alternatives and mitigation to address significant impacts.*

Additionally, FRA committed that as a part of the EIS, it would study “the impacts of various alternative HSR route alignments,” including “shared corridors with other existing linear infrastructure corridors such as railroads, roads, and electric utility lines.”

Prior to the FRA’s announcement, there has been no analysis of potential rail corridors between Dallas and Houston pursuant to the National Environmental Policy Act. Although the Texas Rail Plan (2010) identified three potential corridors (BNSF, UPRR, 1-45), no NEPA analysis was prepared in conjunction with this plan. Therefore, prior to the FRA’s June 2014 announcement, no programmatic study had been prepared under NEPA to determine which of the numerous corridor alternatives would have the least impact on the human environment. This responsibility would need to be carried out by the Federal Rail Administration.

### **2. Scoping Report (April 2015)**

The FRA initiated the scoping process for the purpose of defining and narrowing the scope of issues to be analyzed in the EIS. TCR had conducted its own screening process to determine the potential corridors that should be advanced for further analysis. The private company reviewed four primary corridors with nine variations. They evaluated the feasibility of each potential corridor based on “HSR design requirements, engineering and constructability challenges, and potential environmental constraints.” (Scoping page 3).

The four primary corridors consisted of the three studied in the Texas Rail Plan and a new corridor identified by TCR, the Utility Corridor. TCR ultimately recommended to FRA two corridors (BNSF Option 1 and Utility) for further study, eliminating two of the State’s Plan recommendations. FRA presented these two corridor options to the agencies and the public for input during the NEPA scoping process. (Scoping, page 4) (See also Attachment 1, Table 1)

Although NEPA requires coordination with local governments early in the process, no effort was made by TCR, FRA or the Texas Department of Transportation (Joint Lead Agency) to consider the local plans and policies of Waller County. No consideration or analysis was made as to how the local plans might restrict or impact the decision to carry forward or eliminate corridor alternatives for further study at this point in the FRA analysis process.<sup>1</sup>

Additionally, the discussion in the scoping report is incomplete. The Council on Environmental Quality (CEQ) regulations governing implementation of NEPA requires that three types of actions, alternatives and impacts be evaluated in the EIS. (40 C.F.R. § 1508.28). There was no consideration of these elements during the scoping phase. Had the FRA at least discussed these elements in the Scoping Report, their focus may have changed. At the very least, the public and decisionmakers would have had better information from which to form its position.

### **3. Corridor Alternatives Analysis Technical Report (August 2015)**

After releasing the Scoping Report, the FRA initiated an “independent” analysis of the potential corridor alternatives, the results of which were published in the Corridor Alternatives Analysis Technical Report (CAATR), August 2015, just four months later. At this stage, the FRA considered seven distinct corridor alternatives and transportation options, including the two recommended by TCR. Presumably, one would have expected the FRA to compare the seven corridors pursuant to NEPA and the 23 environmental criteria required under the FRA’s Procedures for Considering Environmental Impacts (64 Fed. Reg. 28545) since no NEPA analysis had been conducted prior on these corridors. However, they chose a different path, one that prioritized “meeting the economic viability determinations made by TCR,” (CAATR page 2) as a basis for eliminating several of the viable and reasonable alternatives that deserved equal analysis pursuant to NEPA.

---

<sup>1</sup> The Council on Environmental Quality (CEQ) regulations for NEPA requires that “Agencies shall integrate the NEPA process with other planning at the earliest possible time to insure that planning and decisions reflect environmental values, to avoid delays later in the process, and to head off potential conflicts.” (40 C.F.R. § 1501.2) In cases where actions are planned by private applicants, the federal lead agency is to “consult early with appropriate State and local agencies and Indian tribes and with interested private persons and organizations when its own involvement is reasonably foreseeable.” (40 C.F.R. § 1501.2(d)(2))

*"This report reflects FRA's independent analysis and judgment in its capacity as the federal lead agency for the EIS. FRA undertook the Corridor Alternatives Analysis documented in this report in accordance with FRA procedures and generally accepted practices guiding the identification and evaluation of potential corridor-level alternatives. Because the Project is a private proposal by TCR, FRA's alternatives evaluation documented in this report is premised primarily on complying with TCR's technical requirements for the high-speed rail system and meeting the economic viability determinations made by TCR. FRA's additional screening criteria are directly related to FRA's role under NEPA: minimizing impacts to the natural and human environment."* (CAATR page 2, emphasis added)

Although the FRA makes mention of considering the environmental criteria they are required to review under their own procedures and NEPA, a close look at what they examined reveals they selectively chose impacts to consider, and did not equally apply the analysis to each alternative. (Attachment 1, Table 3)

Four of the seven alternatives were found to fulfill the "Purpose and Need" for the project. The "Purpose and Need" is defined as:

*"supports the purpose to provide economically viable high-speed (200 mph) safe and compliant passenger rail service competitive with air travel (90 minute travel time from terminal to terminal) using the N700-I Tokaido Shinkansen in a fully sealed and grade-separated Corridor."* (CAATR page 9)

The BNSF, UPRR, I-45 and Utility Corridors were all found to meet the projects "Purpose and Need." At the very least, these should have been carried forward for a rigorous corridor level alternatives analysis as required by NEPA.

In fact, the FRA committed to doing so in the NOI to prepare the EIS. Factor "c," identified above, states that they will be "Identifying the reasonable alternatives that satisfy the purpose and need for the Proposed Action." It does not then add onto this statement, "and other factors the FRA determines appropriate." If it did, it would be an unlawful statement because it would expressly violate the purposes and requirements of NEPA.<sup>2</sup>

---

<sup>2</sup> Additionally, the CEQ regulations require that when narrowing the scope of the issues for detailed study, the agency shall, "Identify and eliminated from detailed study the issues which are not significant or which have been covered by prior environmental review (Sec. 1506.3), narrowing the discussion of these issues in the statement to a brief presentation of why they will not have a significant effect on the human environment or providing a reference to their coverage elsewhere." (40 C.F.R. § 1501.7(3)) There is no discussion in the scoping or other reports as to why eliminating the other potential corridors from further study will not have a significant effect on the human environment. The FRA cannot answer this question because they did not examine the corridors from this perspective.

However, this is exactly the path the FRA pursued. Instead of a rigorous analysis of the four “build” corridor alternatives that met the purpose and need statement, the FRA conducted what it describes as a “Fine Screening Analysis.” It compared the four build alternatives based on their “physical characteristics,” “operational feasibility,” and six “environmental constraints.” The environmental constraints were:

1. Number of stream crossings
2. Acres of wetlands
3. Acres of floodplains
4. Number of historic properties and archaeological sites
5. Acres of parks and national Forest/national parks
6. Acres of managed habitat areas

There was no consideration of air quality, water quality, endangered and threatened species, land uses both existing and planned, impacts to the socioeconomic environment or minority populations, public health or safety, or many of the other 23 impacts required to be examined according to the FRA’s environmental procedures. (Attachment 1, Table 2 and 3)

Based on the FRA’s selective analysis during their fine screening process, they eliminated three of the primary build alternatives, leaving only one build corridor to examine pursuant to NEPA, the Utility Corridor. The Utility Corridor directly impacts Waller County.

One of the primary reasons for eliminating the I-45 Corridor was it passed through the National Forest, managed by the U.S. Forest Service.<sup>3</sup> This decision, made without the required NEPA analysis, favors the federal landowner over the private landowner. It also favors saving trees over harming minority communities, conduct NEPA expressly prohibits. In fact, the primary purpose for NEPA is to ensure that potential impacts are compared equally and not selectively. The FRA’s analysis improperly resulted in carrying forward “one” build alternative corridor that cuts through Waller County, a county whose population is 52% minority.<sup>4</sup>

At the very least, the FRA should have carried forward the four corridor alternatives for a side-by-side comparison as to their potential impacts weighing equally the 23 environmental criteria

---

<sup>3</sup> CAATR page 14: The I-45 Greenfield Corridor extends from north to south through the Sam Houston National Forest. The interstate right-of-way within the boundaries of the forest is narrow to maximize acreage within the forest. To widen the interstate right-of-way within the forest or locate the high-speed rail right-of-way adjacent to the interstate right-of-way would be anticipated to create significant impacts to recreation resources and managed habitat, as shown in Table 2. In comparison to the other potential corridor alternatives, the I-45 Greenfield Corridor has the potential for tremendous environmental impacts that would not be anticipated to result from any of the other potential corridor alternatives. Therefore, FRA eliminated the I-45 Greenfield Corridor from further consideration based on failure under the Environmental Constraints screening criterion.

<sup>4</sup> 40 C.F.R. § 1501.2(c) Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act. By carrying forward only one build corridor through Waller County, there is no other alternative being studied that would resolve the conflicts this project is causing for the County and its residents.

set forth in their procedures. However, instead, they selectively chose from that list to narrow the alternative down to the one preferred by TCR at the beginning of the project – the Utility Corridor.

#### **4. Alignment Alternatives Analysis Report (November 6, 2015)**

November 6, 2015, the FRA released their Alignment Alternatives Analysis Report (AAAR), just three months after selectively choosing the Utility Corridor as the only path for the proposed rail. Here, they examined 21 potential alignments within the Utility Corridor. In some sections of the corridor, only one alignment was identified, and in others, such as that which travels through Waller County, five potential alignments were considered (Hockley Geographic Group).

Again, it would be reasonable to assume that at the very least the FRA would compare the five alignments within the one corridor in Waller County, through the lens of NEPA and the 23 environmental criteria of their NEPA procedures. Remarkably, they did not.

First, they considered whether each alignment met the “purpose and need,” “alignment objectives,” and “design guidelines.” Four of the five alignments passed and were carried forward. Second, they considered 16 environmental concerns and incorporated cost and construction factors into the analysis to determine which of the four remaining alignments would be carried forward for analysis in the Draft EIS.

Understanding the methodology they used to eliminate alignments is challenging. They attempt to determine whether there is a “direct” or “indirect” impact for each environmental criterion. However, their application of “direct” and “indirect” impacts is quite different from that required under NEPA.<sup>5</sup>

FRA considered a “direct” impact if the action occurred in the 125 foot right of way (ROW). If a house resided inside this ROW, then the impact would be “direct” and recorded under the environmental criterion of “structures.” If an impact was outside the 125 foot ROW, but within 1,000 feet of the centerline, then it would be an “indirect” impact. Presumably, anything beyond the 1,000 foot area had no impact. So, even though the action may cause a cumulative impact and may have an indirect effect well beyond the 1,000 foot area, it was not considered.

---

<sup>5</sup> 40 C.F.R. § 1508.8 “Effects” include: (a) Direct effects, which are caused by the action and occur at the same time and place. (b) Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems. Effects and impacts as used in these regulations are synonymous. Effects includes ecological (such as the effects on natural resources and on the components, structures, and functioning of affected ecosystems), aesthetic, historic, cultural, economic, social, or health, whether direct, indirect, or cumulative. Effects may also include those resulting from actions which may have both beneficial and detrimental effects, even if on balance the agency believes that the effect will be beneficial.

Additionally, the information they used to make these determinations was “desktop level research and data collection.” (AAAR Page 24). There were no field surveys or coordination with local governments to gather this information. If the data was not in a computerized source they reviewed, then it was not counted.

Further, each environmental criterion was then reduced to a number to represent the degree of the desktop accessed impact and given a ratio number between 1 and 4. Based on this number and a similarly calculated cost and construction factor number, a determination was made as to which alignments would be carried forward. It was a mathematical calculation, not an actual assessment of the impact. In Waller County, this resulted in narrowing the alternatives to be carried forward and finally to be analyzed pursuant to NEPA to one alignment within one corridor. (Attachment 1, Table 4 & 5)

Interesting to note, is that while the FRA initially considered 16 environmental criteria at this stage, they dropped four of these from early screening consideration. They were “community facilities, historic properties, hazardous materials and U.S. Census block groups with over 50 percent poverty population.” (AAAR Page 29). Their reasoning was that “they did not create any differentiation between the scoring of the potential route alternatives at this level of analysis. For example, this desktop level analysis did not identify any historic properties within the 125-foot buffer, (62.5 feet from the alignment centerline) although they are expected to be present.”

Had they assessed these impacts closer, particularly those which fall within the category of social justice, and also looked beyond the 1,000 foot zone, they would have had to report to the public and decision makers that the impact to Waller County was significant. They would have also had to report that anywhere they placed the rail in Waller County was going to impact a community that was over 50% minority.

Had they properly compared the four build alternatives that met the purpose and need statement pursuant to NEPA, they would have had to compare and analyze whether the impact to minority communities was significant alongside their premature decision that the impact to the national forest was significant. It is conceivable that the public and other federal decisions makers would have called for a different preferred corridor.

The FRA should pull back now, and prepare a programmatic EIS that analyzes the four build alternatives pursuant to NEPA. Once this analysis is completed, then they should begin a segment-by-segment alignment analysis, also pursuant to NEPA.

## **B. The FRA is Preparing an EIS to Justify Decisions Already Made**

The primary purpose of an EIS is an “action-forcing device” to be used to “plan actions and make decisions. It shall provide full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public of the reasonable alternatives which would avoid or minimize adverse impacts or enhance the quality of the human environment.” (40 C.F.R. § 1502.1)

A record of decision issued by the FRA approving the rail project at the end of the EIS process will authorize the private company to begin the actions necessary to build the rail, including the condemnation of private land in Texas. A “No Build” decision would prevent the rail from being constructed. Until the Dallas to Houston High Speed Rail project receives this environmental clearance, no landowner should be harmed, impacted, or be forced to allow TCR to physically occupy his land.

A critical principle of NEPA is that the analysis should not be prepared for the purpose of justifying an outcome. The analysis needs to be unbiased, impartially prepared, equally weighing all the impacts in such a way as to ensure the purposes for the act are fulfilled – that man and nature exist in productive harmony. The CEQ regulations specifically prohibit the type of statement preparation the FRA has pursued.

*40 C.F.R. § 1502.2 (f) Agencies shall not commit resources prejudicing selection of alternatives before making a final decision (Sec. 1506.1). (g) Environmental Impact statements shall serve as the means of assessing the environmental impact of proposed agency actions, rather than justifying decisions already made.*

And;

*40 C.F.R. § 1502.5 ... The statement shall be prepared early enough so that it can serve practically as an important contribution to the decisionmaking process and will not be used to rationalize or justify decisions already made (Secs. 1500.2(c), 1501.2, and 1502.0)*

And;

*40 C.F.R. § 1506.1 (a) Until an agency issues a record of decision as provided in Sec. 1505.2 (except as provided in paragraph (c) of this section), no action concerning the proposal shall be taken which would: (1) Have an adverse environmental impact; or (2) Limit the choice of reasonable alternatives.*

*(b) If any agency is considering an application from a non-Federal entity, and is aware that the applicant is about to take an action within the agency's jurisdiction that would meet either of the criteria in paragraph (a) of this section, then the agency shall promptly notify the applicant that the agency will take appropriate action to insure that the objectives and procedures of NEPA are achieved.*

*(c) While work on a required program environmental impact statement is in progress and the action is not covered by an existing program statement, agencies shall not undertake in the interim any major Federal action covered by the program which may significantly affect the quality of the human environment unless such action ... (3) will not prejudice the ultimate decision on the program. Interim action prejudices the ultimate decision on the program when it tends to determine subsequent development or limit alternatives.”*



The FRA has violated these provisions. Instead of preparing a programmatic EIS analyzing the four build alternative corridors that passed the purpose and need test, the FRA has selected one corridor and a specific alignment within this corridor before conducting the required NEPA analysis.

Landowners near the Utility Corridor and selected alignment have been harmed. TCR is actively surveying the 1,000 foot impact area and landowners have been threatened with court action if they refuse to allow TCR access to the private land.

Development in Waller County has all but stopped as investor's are on hold waiting to see which parcels of land will be impacted. The FRA's actions to this point have had an adverse environmental impact, have limited the choice of reasonable alternatives, and have prejudiced the ultimate decision on the program.

The heart of the environmental impact statement is the discussion of alternatives. Because the FRA has improperly selected one build alternative, it has failed to provide the meaningful comparative assessment necessary for proper decisionmaking. "Based on the information and analysis presented in the sections on the Affected Environment (Sec. 1502.15) and the Environmental Consequences (Sec. 1502.16) it should present the environmental impacts of the proposal and the alternatives in comparative form, thus sharply defining the issues and providing a clear basis for choice among options by the decisionmaker and the public." (40 C.F.R. § 1502.14)

There is nothing for decisionmakers and the public to "compare" the analysis to. The FRA is offering only one build alternative to be compared against "no action." How futile will the "affected environment" and "environmental consequences" discussion be to ensuring an informed decision? Of course, it is not futile if the intent from the beginning of the proposal was to build a High Speed Rail System in the Utility Corridor. This approach, whether intentional or not, is clearly unlawful under the provisions of NEPA.

Two of the four build corridor alternatives were eliminated because it would have required negotiations with freight rail companies, the BNSF and UPRR alternatives. However, the FRA has said they will consider reassessing these if restrictions on the Utility corridor make this necessary. (AAAR page 3). What this means is that negotiations with the freight rail companies are possible, and reasonable. The pro's and con's of doing so should be examined equally alongside the other two alternatives, not eliminated at the outset of the project and, therefore, improperly preferring that alternative originally identified and recommended by the private company.

So, the FRA eliminated two alternatives because it would be difficult to negotiate with Freight Rail companies, eliminated one alternative because it would impact the national forest, in favor of impacting primarily rural landowners. This decisionmaking process not only reveals the FRA's bias against rural landowners, but also their ignorance as to the unique land uses and irreversible and irretrievable commitment of resources in rural Texas.

### **C. Local Significant Impacts to Waller County and WCSRPC's Jurisdiction Must be Resolved**

As has been noted above, the FRA has a duty through the EIS process to work to resolve the conflicts a proposed project will cause to local communities.

*"Study, develop, and describe appropriate alternatives to recommended courses of action in any proposal which involves unresolved conflicts concerning alternative uses of available resources as provided by section 102(2)(E) of the Act." (40 C.F.R. § 1501.2(c))*

The remedy provided through NEPA when conflicts cannot be resolved is to develop appropriate alternatives that avoid these conflicts. In the event this needs to be stated again, the FRA should have prepared a corridor level analysis pursuant to NEPA whereby it could have studied an alternative that resolved the conflicts imposed on Waller County.

Additionally, the FRA is required to discuss in the statement how the agency is going to reconcile the proposed action with the local plans.

*"To better integrate environmental impact statements into State or local planning processes, statements shall discuss any inconsistency of a proposed action with any approved State or local plan and laws (whether or not federally sanctioned). Where an inconsistency exists, the statement should describe the extent to which the agency would reconcile its proposed action with the plan or law." (40 C.F.R. § 1506.2(d))*

Again the burden falls on the federal agency to "reconcile" its proposed action with the conflicts imposed on the community.

Numerous impacts and conflicts were discussed in the coordination meeting held last February that will need to be identified in the Draft EIS and the action the FRA will be taking to reconcile these conflicts. To date, there has been no effort by the FRA to contact our Commission in order to determine what reconciliation would be sufficient, even the FRA has been noticed of these concerns through the meeting with TXDOT.

Some of these issues are discussed below, but by no means covers every issue. This does provide some of the most critical and important impacts to our community we are currently aware of that need to be resolved prior to any further action on development of an EIS.

#### **1. Emergency Services**

Mr. Gary Ferguson, Director of the Waller Harris Emergency Services District No. 200 (District), spoke about how the High Speed Rail (HSR) will divide the district down the middle cutting off access to 25 roads. These roads are used for emergency vehicles that now service the District and provide an 8-minute response time. The HSR will disrupt this service and increase the response time to dangerous and unacceptable levels.

Also, the District is currently planning for an expected increase of residents due to the construction of the Daikon Goodman manufacturing plant. However, it is prevented from carrying out its planning responsibilities in a sufficient manner because the potential of a proposed HSR through the District creates too many unknowns. For instance, if the HSR path does go through the District, whether or not the train will be elevated above grade or raised up 12 to 18 feet with no underpasses, changes every element of the District plans. The District cannot properly move forward and plan sufficiently because of the FRA's actions.

The District is funded with ad valorem taxation and any diminution of value due to the HSR will cause a tax increase to cover expenses and budgets. Each fire department costs \$4.5 million for the building, equipment and staffing. An ambulance costs \$300,000 and staff is needed 24/7 for 365 days. New fire stations and emergency services will be needed should the HSR divide the District. However, currently the District cannot prepare for this and other needs because of the FRA's actions.

Right now, the District has 10 fire departments and will need more if the HSR is built. The District is also very concerned with catastrophic accidents that may occur from an HSR accident. Hundreds of ambulances, life flights, and emergency services will be needed and the District will not be able to handle this type of emergency. This will place an undue burden on the District. To date there has been no discussion with the FRA as to how they will resolve these conflicts.

## **2. Economic Development Impacts on the City of Waller**

Mr. John Isom, Director of the City of Waller Economic Development Corporation discussed how the City of Waller was stunned when it discovered the HC-4 Route through the City's ETJ had been chosen with no opportunity for public input or comment.

The City of Waller has a population of approximately 2,400 people and is located in both Waller and Harris counties. The City is a general law city under the 5,000 threshold and is limited in growth strategies compared to home rule cities. This means it is important to maximize the development of the geographical area available to the city. The HC-4 Route passes through the City's extraterritorial jurisdiction and through the planned Waller Town Center.

HC-4 passes through the Delta Troy Interests, a 990-acre tract being held for housing and commercial development. HC-4 also passes within 4,000 feet of the Daikin/Goodman facility currently under construction, a heating and air conditioning, \$410 million facility that will be 4.2 million square feet in size, the largest industrial facility under one roof in the State of Texas, and employ 4,000 people in 2016 and 6,000 by 2018.

The City is part of a Greater Houston Partnership task force to support Daikin/Goodman in their effort to bring their key suppliers to the Waller area. It is estimated that the suppliers will add another 2-4,000 employees. There is concern that the HSR will create a barrier between Waller and the Goodman facility and cause the city to lose much needed tax base from these suppliers.

The barrier will cause suppliers to locate to the east of the HSR in the unincorporated area, causing a proliferation of onsite water and wastewater facilities rather than using city utilities, resulting in a much less efficient usage of land and resources.

Goodman Manufacturing has stated their position on the HSR route HC-4 this way: "... we would be concerned with any route that disrupts Waller plans to provide Goodman employees (residents and non-residents) with support services such as housing and retail options."

Waller Town Center (WTC) is a joint venture being marketed by Cullinan Properties, a national developer operating in Illinois, Missouri, Georgia, and Texas. The WTC is an integral part of the City's development strategies to reach retailers. The Texas Legislature created a municipal management district (MMD) specifically for this development. The 462-acre project is a \$280 million investment that will include a power center, lifestyle walkable retail, entertainment, hotel/conference centers, medical facilities, and housing.

The City has a retail "leakage" of \$352 million in our primary trade area and \$584 million in our secondary trade area. The WTC is critical to the City's closing this leakage. This build out investment would double the City's property valuation and could potentially double the City's sales tax revenue. This would allow the City to decrease its tax rate while improving City services.

HC-4 slices through this entire planned WTC project impacting 500 housing units delaying our residential growth and retail development creating extremely significant negative impacts on the economic development plans for the City of Waller.

Waller City Council has opposed the HSR project in Resolution 2016-6, passed on January 25, 2016. The Resolution addresses the fact that HC-4 was selected without public comment as the single route through Waller County, splitting the WTC creating significant detrimental impacts on the City's retail strategy and destroying the economic value of the City, and negatively impacting both property values and development opportunities.

One more major impact will be on the Hewlett Packard Data Center facility, which houses 1,500 servers that will be within 1,000 feet of the HC-4 route. When notified of the route, HP's management team and legal department stated: "*Hewlett Packard Enterprise is currently not in a position to approve or disapprove the proposed route...However...the proposed route would appear to have very serious negative impacts on our property and our critical data center operations at the property. If we determine that is the case, then we would have no choice, but to vigorously oppose this proposed route.*"

### **3. Waller ISD Impacts**

Mr. Danny Twardowski, Superintendent, Waller Independent School District (WISD), stated how he and his Board were never contacted or notified about the route being chosen. In fact,

HC-4 splits the District in half. It is also located immediately behind one of the schools in WISD), which is totally unacceptable.

WISD encompasses 328 square miles in Region 4 of the District. It has 6,600 children and has added over 320 students in 2016 and over 700 in the past two years. WISD has a five to seven percent growth rate and is expected to double in size over the next 10 years.

For planning purposes of the District, we now need to know if the train track is going to be elevated, on grade, or subterranean. We need to know for our bus routes and safety of our students. The potential division of our District will cause our buses to travel many more miles, creating wear and tear on our equipment, which will need more maintenance and care.

WISD derives 45% of its funding from ad valorem taxation. Any diminution of property values will have a direct and negative impact on the future growth of our school district. With Daikin/Goodman coming to our community, those 6,000 employees will have children who will need to attend school and WISD would like for them to attend their District, but the District cannot make the appropriate plans for future growth and economic development around the HSR because of the many unknowns regarding the HSR. People are scared and are now not willing to move into the area for fear that the train will destroy their property values. This is a major issue for the school district and future planning. The FRA has already harmed the District by selecting this alignment without proper NEPA analysis.

Last November, WISD passed a Bond to build four new schools. Without knowing any details about the HSR, WISD cannot purchase land, make plans or know which routes to choose to transport their students. Some of their children are medically fragile and cannot be transported easily or for long periods of time. The HSR now creates significant issues that need to be resolved. WISD also plans on building a new satellite transportation facility, but without more information, cannot purchase land, make plans, or be as efficient with the public's tax dollars.

These conflicts must be resolved by the FRA before any additional environmental studies are released.

#### **4. Other Community Impacts**

Mr. T.J. Johnson, president of the Waller County Advocacy Group (WCAG) discussed numerous impacts on Waller County, which, according to government statistics, is one of the fastest growing counties in the nation. Impacts on the County include:

- **High Speed Ground Transportation Noise and Vibration Impact Assessment** by the FRA dated September, 2012 states that vibrations affect "sensitive" buildings like Concert Halls, television stations, recording studios, theaters and buildings like the Hewlett Packard facility where they house 1,500 servers. With up to 96 trains per day, this will cause significant impacts to HP, as well as, directly affect the viability and economic stability of the region. Ms. McNeely stated that the FRA was studying this very issue and would include it in the Draft Environmental Impact Statement. We ask

that HP be directly contacted so that impacts to their facility will be taken into account and any conflicts resolved prior to the final report being issued.

- **Quality of Life** issues include people living within noise and vibration distance, as well as, sight, particularly if the train track is elevated. Depending on location and height of track, there will be loss of disposable income for the increase in travel time because people will not want to live within five to ten miles of the train track causing them to spend more time driving longer distances. Mr. Johnson estimates quality of life spent driving behind the wheel of their vehicles will be reduced by 5,000 man-hours per year for residents in Waller County and cost an additional loss of disposable income up to \$3 million.
- **Katy Prairie Conservancy** – provides essential habitat for migratory birds and is designated as a **Global Important Bird Area**. A 200 MPH train barreling past this migratory bird sanctuary is going to cause bird collisions and accidents. This is also where important **wetlands** exist that will be directly affected by a HSR corridor.
- **Kickapoo Preserve** – a high-end development for 500 new homes for Daiken/Goodman employees has begun construction with a detention pond. The developer learned about the HC-4 route and has decided to stop all development until further knowledge of the train and its route is known. (See map).
- **Saddle Creek Forest, Plantation Forest, Oak Hallow, Remington Forest and Six Pines** – all developments for nearly 500 homes, 50 of which have already been built with four or five more in the works are all now cancelled because of the route. The HC-4 route travels right through the developments and destroys the economic viability of them and the value of everyone's property. Also, within these developments are four horse riding trails that the train will cross. This will destroy any viability of the equestrian facility and create dangerous situations for anyone riding in the area, especially children.
- **G & W Water** is the supplier of potable water for northern Waller county and southern Grimes County. They have funding approved and finalized to build a water tower and the train route falls directly on top of it.
- **Woodhaven Subdivision** was the area where three new schools were to be constructed, but that's on hold because of the HC-4 route.

##### 5. Waller County Economic Partnership

Mr. Vince Yokum, Executive Director of the WCEP, a non-profit tasked with assisting the County to bring development, jobs and investment raised the following issues:

- Future road and thoroughfares through the northern portion of the County where the train is going to cut through. Dozens of roads are planned, but none will be able to be completed if the train cuts through stifling all development.

- Local Environmental Impact include the Spring Creek Watershed where five creeks will cross the track of the HSR. This watershed will be directly impacted by the train and the track depending on how it's built. Tropical Storm Allison proved that if any impediments to water flow occur through the watershed, the area will experience major flooding and damage to property if the track is not properly studied and engineered.
- Recreational and Sport duck hunting will be directly affected by any noise, vibration and possible 96 trains running through the area. The route cuts through the north end of one of the major wetlands in the region where duck hunting is vital to the economy and where water fowl and their hunting will be diminished, if not destroyed by a high speed train.

## **6. Economic Obsolescence**

Mr. Don Garrett, a real estate broker, discussed the economic reality of a train coming through the community. He referred to this as Economic Obsolescence.

Using government studies, he explained how if anyone lived within 300 to 500 feet of the train, they're what he called the "Walking Wounded." In other words, the value of your land/home would be destroyed. The noise factor alone would do that. He likened it to living next to a freeway or in the flight path of an airport.

Mr. Garrett explained how bankers and appraisers heavily discount property values in situations like this, which destroys the market value of all properties. Because of this loss in value, ad valorem taxation will decrease causing WISD to lose \$3.6 million in annual revenue, \$1.8 million will be lost to the Municipal Management District discussed in No. 2 above, the City of Waller will lose \$1.3 million and property tax collected by the county appraiser will be reduced by between \$279,000 to \$1.6 million annually from developments that will be ruined by the train passing through or near them. Nobody wants to see or hear a high speed train near their home or business.

The HSR will prevent the highest and best use of hundreds of properties throughout Waller and Harris Counties where the area is experiencing some of the fastest growth in the state. He requested the appraisers of the HSR look into what he calls Economic Obsolescence because it's going to cause people to lose value in their property, valuation of property to cause lower taxes collected and school districts, cities, emergency services and all public entities will lose income reducing the services that are provided to the citizens who pay the taxes.

## **7. Historical Impacts**

Mr. Rick Welch and Tom Gleason discussed historical significant locations and objects and cultural resources within Waller County and the location where the rail is selected to traverse.

Mr. Welch told of Benaiah "Yankee" Jones, III, born in Massachusetts in 1795 and moved to Texas in the 1830's to early 1840's. He ended up in the area that is now northeast Waller County where he bought 1,100 acres. On this land, he built a stage coach Inn that became a



famous stage coach route that is still visible today in the Kickapoo Preserve. Jones and his family are also buried on the family cemetery located in the Kickapoo Preserve. HC-4 runs right over this land and very close, if not directly over this old Inn and Stage Coach site and cemetery.

When Kickapoo Preserve was established, they were required to perform an archeological survey, which produced the "Kickapoo Archeological Survey Report of April, 2010." For this report, the developer was required to obtain an Army Corps of Engineers Section 4 Permit. This report revealed four archeological sites and two pre-historic/historic sites considered for inclusion in the National Register of Historical Places.

Mr. Welch has historical maps indicating historical boundaries, roads, stage coach routes, written historic interviews of "old timers," and all the historical sites on the Kickapoo Preserve. These documents show where the sites were for historical Stage Coach Road that was created between the 1830's and 1840's that came from in the original town of Harrisburg (now Houston) and went northwest through Mr. Jones' land.

These are all historical sites that should not be destroyed by the HSR.

## **8. Public Safety**

Mr. Tom Gleason discussed the Atmos Energy Turbine Powered Natural Gas Compression Station, which uses a jet engine to pressure up to a 30 inch natural gas pipeline between Waxahachie and Katy Texas. The pipeline is pressured up to 930 psi and was installed in 2006.

There have been at least three known accidental releases of natural gas:

May 24, 2007 – 18,000 lbs released,  
May 30, 2007 – 20,000 lbs released, and  
June 11, 2007 – unknown quantity

On August 9, 2011, there was a planned Emergency Shutdown Simulation that released thousands of pounds of gas that Mr. Gleason and other neighbors experienced over a mile away.

It turns out that Atmos has to perform emergency simulations twice a year creating potential hazardous situations, especially with an electric train traveling nearby. What would happen during one of these accidental or planned events should a train traveling 200 mph ignite the natural gas and cause a catastrophic accident?

This will cause an unprecedented catastrophe with tremendous loss of life, damage to private property and environmental destruction to Waller County or any other county should this occur.

The train adds the ignition source to an already volatile and potentially dangerous scenario that creates an unacceptable risk to the health, safety and welfare of our community and local residents, as well as, the passengers on the train should an explosion occur.

## **Summary**

The FRA has failed to properly study the four build corridors that met the purpose and need test pursuant to NEPA, and by so doing caused considerable harm to Waller County and unresolved conflicts. Development in Waller County has all but stopped as investor's are on hold waiting to see which parcels of land will be impacted. Local governments have put plans on hold, jeopardizing properly preparing for their communities future. The FRA's actions to this point have had an adverse environmental impact, have limited the choice of reasonable alternatives, and have prejudiced the ultimate decision on the program.

The only way the FRA can properly resolve these conflicts is to start the process over by preparing a programmatic EIS that begins with a comparative analysis of the four build corridors pursuant to NEPA.

# Attachment 1

## USDOT – FRA Dallas to Houston High Speed Rail Corridor Refinement Process

### Scoping Report, April 2015 (Table 1)

TCR Screening	BNSF 1	BNSF 2	BNSF 3	BNSF 4	1-45	1-45 /Hardy	Utility	Utility /1-45	UPRR
HSR Design Requirements	pass	unknown	unknown	unknown	unknown	unknown	pass	unknown	unknown
Engineering & Constructability	pass	unknown	unknown	unknown	unknown	unknown	pass	unknown	unknown
Potential Environmental Constraints	pass	unknown	unknown	unknown	unknown	unknown	pass	unknown	unknown
<b>Carried Forward</b>	Recommended by TCR						Recommended by TCR		

*Conclusion: TCR recommends to FRA that the BNSF 1 and Utility Corridors move forward for further alternatives screening pursuant to the National Environmental Policy Act (NEPA).*

## Corridor Alternatives Analysis Technical Report, August 2015 (Table 2)

FRA begins independent review of potential reasonable alternatives and includes in the initial analysis other transportation options. None of these options were analyzed pursuant to NEPA.

Criteria	BNSF	UPRR	1-45	Utility	HSR & Conv. Rail	Direct Bus Service	1-45 Expansion
<b>Previously Studied</b>							
<b>Texas Rail Plan (2010)</b>	Yes	Yes	Yes	No	No	No	No
<b>Studied Pursuant to NEPA</b>	No	No	No	No	No	No	No
<b>Coarse Screening Analysis</b>							
<b>Purpose and Need</b>	Pass	Pass	Pass	Pass	Fail	Fail	Fail
					Not carried forward	Not carried forward	Not carried forward
<b>Fine Screening Analysis</b>							
<b>Physical Characteristics</b>	Fail	Fail	Fail	Pass			
<b>Operational Feasibility</b>	Fail	Fail	Fail	Pass			
<b>Environmental Constraints</b>							
Number of stream crossings	127	148	125	113			
Acres of wetlands	399	368	202	380			
Acres of floodplains	15	0	0	0			
Number of historic properties and archaeological sites	3	3	5	7			
Acres of parks and national Forest/national parks	35	1	433	1			
Acres of managed habitat areas	0	0	80	1			
<b>Env. Constraints Conclusion</b>	Pass	Pass	Fail	Pass			
<b>Carried Forward</b>				Pass			

**FRA's Procedures for Considering Environmental Impacts as set forth in 64 FR 28545 (Table 3)**

Environmental Impacts	BNSF	UPRR	I-45	Utility	Conv. Rail	Bus	I-45 Exp.
(1) Air Quality;	No	No	No	No	No	No	No
(2) Water quality;	No	No	No	No	No	No	No
(3) Noise and vibration;	No	No	No	No	No	No	No
(4) Solid waste disposal;	No	No	No	No	No	No	No
(5) Ecological systems;	No	No	No	No	No	No	No
(6) Impacts on wetlands areas;	Limited	Limited	Limited	Limited	No	No	No
(7) Impacts on endangered species or wildlife;	Limited	Limited	Limited	Limited	No	No	No
(8) Flood hazards and floodplain management;	Limited	Limited	Limited	Limited	No	No	No
(9) Coastal zone management;	No	No	No	No	No	No	No
(10) Use of energy resources;	No	No	No	No	No	No	No
(11) Use of other natural resources, such as water, minerals, or timber; The EIS shall assess in detail any irreversible or irretrievable commitments of these resources likely to be involved in each alternative.	No	Yes – National Forest	No	No	No	No	No
(12) Aesthetic and design quality impacts;	No	No	No	No	No	No	No
(13) Impacts on transportation: of both passengers and freight; by all modes, including the bicycle and pedestrian modes; in local, regional, national, and international perspectives; and including impacts on traffic congestion;	Regional not Local Impacts	Regional not Local Impacts	Regional not Local Impacts	Regional not Local Impacts	Regional not Local Impacts	Regional not Local Impacts	Regional not Local Impacts
(14) Possible barriers to the elderly and handicapped;	No	No	No	No	No	No	No
(15) Land use, existing and planned; The EIS should assess the impacts of each alternative on local land use controls and comprehensive regional planning as well as on development within the affected environment, including, where applicable, other proposed Federal actions in the area. Where	No	No	No	No	No	No	No

inconsistencies or conflicts exist, this section should describe the extent of reconciliation and the reason for proceeding notwithstanding the absence of full reconciliation.							
(16) Impacts on the socioeconomic environment, including the number and kinds of available jobs, the potential for community disruption and demographic shifts, the need for and availability of relocation housing, impacts on commerce, including existing business districts, metropolitan areas, and the immediate area of the alternative, and impacts on local government services and revenues; The need for and availability and adequacy of relocation housing should be assessed, using as a guide section 6 of Attachment 2 to DOT Order 5610.1C. The positive and negative consequences of each alternative on commerce in the community and its surrounding metropolitan area, specifically on existing business districts and the immediate project areas should be analyzed.	No	No	No	No	No	No	No
(17) Environmental Justice; The EIS should address environmental justice considerations as required by Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" and the DOT Order on Environmental Justice.	No	No	No	No	No	No	No
(18) Public health;	No	No	No	No	No	No	No
(19) Public safety, including any impacts due to hazardous materials;	No	No	No	No	No	No	No
(20) Recreational opportunities;	No	No	No	No	No	No	No
(21) Locations of historic, archeological, architectural, or cultural significance, including, if applicable, consultation with the appropriate State Historic Preservation Officer(s);	Yes	Yes	Yes	Yes	Yes	Yes	Yes



(22) Use of 4(f)-protected properties; and	Yes	Yes	Yes	Yes	Yes	Yes	Yes
(23) Construction period impacts	No	No	No	No	No	No	No

### Alignment Alternatives Analysis Report, November 6, 2015

*The FRA considered 21 alternative alignments along the Utility Corridor. In the section that impacts Waller County (Hockley Geographic Group), there were five different alignments considered at this stage.*

#### Level I Screening (Table 4)

Hockley Geographic Group – Waller County -Utility Corridor	HC- Base	HC-1	HC-2	HC-3	HC-4
Consideration of NEPA Impacts	No	No	No	No	No
Purpose and Need	Yes	Yes	Yes	Yes	Yes
Alignment Objectives	Yes	Yes	Yes	Yes	Yes
Design Guidelines	Yes	No	Yes	Yes	Yes
Carried Forward	Yes		Yes	Yes	Yes

#### Level II Screening (Table 5)

Hockley Geographic Group Alignments	HC-Base	HC-2	HC-3	Hc-4
Consideration of NEPA Impacts	No	No	No	No
Environmental Criterion (up to 1000 ft) <sup>1</sup>				

<sup>1</sup> FRA originally considered 16 environmental criteria during this stage using “desktop level research and data collection.” (AAAR Page 24). A “direct” impact was determined if it occurred within the Right of Way (ROW) of 125 feet, and an “indirect” impact was if it occurred outside the ROW, but within 1000 feet. There was no assessment beyond the 1000 foot area and no assessment of the significant impacts to the human environment. To further eliminate alignments, each impact was given a score which was to represent the degree of potential impact. They then further refined the alignments by incorporating cost and construction factors into the analysis. The lowest scores were carried forward.



Urban Land Cover	4.000	1.669	2.737	1.000
Parcel Takes	3.250	1.000	4.000	1.750
Parks	1.000	1.000	1.000	1.000
Prime Farmland	1.000	1.549	2.920	4.000
Wetlands	1.370	4.000	1.906	1.000
Waterways	3.786	4.000	1.000	2.714
Floodplains	4.000	2.339	1.966	1.000
Road Crossings	4.000	1.000	1.750	1.000
Infrastructure Adjacency	1.000	2.811	3.109	4.000
Minority Population	4.000	1.000	2.500	2.500
Cemeteries	1.000	1.000	1.000	1.000
Ecology	4.000	3.943	2.671	1.000
Total Score <sup>2</sup>	32.41	25.31	26.56	21.96
Carried Forward		Yes		Yes
Cost and Construction Screening				
TCR Cost Factor		.83		.60
TCR Construction Factor		.81		.48
Cost and Construction Average Factor		.71		.65
Carried Forward				Yes

<sup>2</sup> Four of the original 16 environmental evaluation criteria considered – community facilities, historic properties, hazardous materials and U.S. Census block groups with over 50 percent poverty population – for which data was collected, were removed from the screening analysis. FRA's reasoning was, "they did not create any differentiation between the scoring of the potential route alternatives at this level of analysis. For example, this desktop level analysis did not identify any historic properties within the 125-foot buffer (62.5 feet from the alignment centerline), although they are expected to be present." (AAAR Page 29)

# **Exhibit 14**



Mr. Michael M. Johnsen  
Lead Environmental Protection Specialist, FRA  
1200 New Jersey Avenue SE., MS-20  
Washington, DC 20590

February 2, 2017

Re: Georgetown Oaks, a +/- 993 Acre Development by Delta Troy Interests, Ltd.  
Comments for FRA Review re: Dallas-Houston, Texas High-Speed Rail Project

Dear Mr. Johnsen:

On behalf of our client, Delta Troy Interests, Ltd., we, BGE | Kerry R. Gilbert & Associates, have reviewed the available information and published reports for the proposed Dallas to Houston High Speed Rail Project's possible alignment alternatives. In particular, the selected "Utility Corridor" Hockley-4 Alignment Alternative (HC-4) through northwest Harris County and southeast Waller County would cause significant negative impacts to a large tract of land owned by Delta Troy Interests, Ltd. (also known as the Georgetown Oaks Master Planned Community).

#### Background

The subject tract is approximately 993 acres located along US 290 and west of the town of Hockley at Binford and Kickapoo Roads, with acreage both north ( $\pm 295$  acres) and south ( $\pm 698$  acres) of US 290. In comparing the alignment descriptions located within the *Reports* to a Request to Survey exhibit provided to our clients by TCRI, the proposed alignment for the High Speed Rail will cross through the central portion of our client's southern acreage, and will be the tract where the rail crosses over the US 290 ROW from the south. This is also the approximate location of a 30' underground pipeline easement running north-south parallel to Binford Road and approximately 1,000' east of the roadway. The tract historically has been used for agricultural purposes but has had a General Development Plan submitted and approved in 2007 with an updated version submitted and approved in late 2016 to the City of Houston. In 2011, Delta Troy and the Texas Legislature created Municipal Utility District 524 to provide utilities, roads and drainage for this parcel's future development.

#### Impacts to Georgetown Oaks

In the exhibit provided by TCRI, the potential area to be surveyed and acquired as ROW for the high speed rail is delineated through the property owned by Delta Troy Interests, Ltd., but also includes additional areas outside the typical ROW dimension at intermittent locations with a number narrow strips leading from the rail back to a thoroughfare. The narrow strips to Binford Road and FM 2920 are presumably for access purposes, but in the areas

Serving. Leading. Solving.™

23501 Cinco Ranch Boulevard | Suite A-250 | Katy, Texas 77494 | 281-579-0340

Page | 1

outlined and proposed to be surveyed outside what appears to be the typical dimension for the two sets of rails, there are no additional labels or text to suggest intended uses for these widened areas. Within the exhibit, there is one area highlighted outside of the rail ROW in a different color and designated as “Temporary Workspace,” which encompasses approximately 80 acres between Binford Road and the proposed rail ROW just north of Hempstead Road. Due to the vagueness of this exhibit in relation to TCRI’s intended uses in these areas outside of the established high speed rail ROW, it is difficult to anticipate all of the impacts this project will have on the subject property, but there are several hardships caused by the general location within the property and through the design descriptions as outlined in the *Screening Reports*. Some, but not all include:

- A) The design and placement of two complex structures necessary to cross existing infrastructure affects the portion of Georgetown Oaks south of US 290. The first complex structure would be required to cross US 290, and an additional structure to traverse Hempstead Road and the Union Pacific Freight Rail corridor along the tract’s southern-most boundary. In the *Step 1 and Step 2 Screening Reports*, there is no discussion or description of the actual designs, orientations, or acreage requirements for these structures, and thus no data is presented regarding any potential land or ROW takings additionally necessary to accommodate these structures beyond TCRI’s proposed typical ROW cross section. This unknown factor places an additional burden on the future development of this parcel and how it will affect the future compatibility of adjacent land uses.
- B) Land use compatibility is another major obstacle caused by the proposed location of high speed rail. One of the issues with this general complaint is the difficulty to fully assess these kinds of impacts given the nature of the project. Being one of the first high speed rail projects proposed in North America, there are no other case studies or equivalent examples to compare to and verify potential impacts of vibration, noise, trip frequency, general design/aesthetics, and numerous other factors that would negatively impact neighboring land uses. Other similar projects in Europe or Asia are also difficult for a true comparison given the varied differences in each locale’s development patterns/styles, development density, and consumers. The proposed trip frequency of every 30 minutes in peak hours would cause most residential developers, whether single family or multifamily, to not want to locate next to the proposed rail, and the same argument could be heard for many non-residential uses including schools, day cares, restaurants, or office uses. In comparison, a typical development along a major highway, freight rail line, or pipeline easement(s) generally would require additional landscape or greenspaces to serve as buffers between the desired land use and the constraint/nuisance use, but this practice costs the developer additional land and reduces overall development density. For those uses that would locate adjacent to the rail, screening becomes an issue with berming or if the rail is proposed to be constructed on viaduct throughout our client’s tract due to the structures and height requirements to cross US 290 and Hempstead Road/Union Pacific. The severity of these land use compatibility issues may not be as impactful when compared to a typical freight rail, but coupling the high speed rail’s trip frequency, elevated rail structures, and design speed together will give cause for some potential property developers to seek other locations for their future developments.



- C) Potential frontage roads along US 290 could also be significantly impacted or never constructed due to the locations and design for the high speed rail's US 290 crossing structure. While frontage roads along US 290 would be influential to the overall prosperity of the subject tract, TXDOT has no immediate plans in the foreseeable future to construct frontage roads along US 290 in this general area. If frontage roads were to be constructed to serve this tract, or any other similar to it, additional ROW along US 290 would be required from the developer along with the costs to construct the roadway. Depending on the design, footing, and span requirements of the rail's crossing structure, any future frontage roads, whether TXDOT or developer-funded, may not even be possible. There are no publicly available documents showing what these structures may look like or how they will function, so reciprocal access along US 290 is no certainty with the imposition of the high speed rail through this tract. In addition, one area shown on the Request to Survey Exhibit with a wider footprint is located just south east of the rail's US 290 crossing point. This expanded ROW is shown without any labels or notes signifying its intended or potential use, but would cause difficulty with the construction of potential frontage roads along the southern portion of US 290 on the subject tract between Binford and Kickapoo Roads.
- D) Traffic for this region is currently handled through the existing thoroughfare network. Most thoroughfares in this area were created on a one-mile grid, with many segments still only proposed roadways with no established timeline for their construction. In order to avoid adding additional traffic on these thoroughfares, the proposed development plan for Georgetown Oaks relies on an internal circulation system of collectors and local streets to serve the community and the proposed uses. In addition to potentially impacting future frontage roads, the alignment of the high speed rail as presented could drastically limit the internal connectivity within the tract. Without knowing the availability, location, or number of potential cross-access points through the high speed rail's ROW puts the development at a disadvantage. At this stage of the development process, the General Plan is meant to serve as a guide for the future development of the tract, but the land uses and locations of roads shown are subject to change and be modified to meet the needs of the development. Maintaining the flexibility of design is paramount and the uncertainty caused by the imposition of the high speed rail alignment erodes this essential quality.
- E) In conjunction with limiting internal connectivity opportunities, the high speed rail would drastically impact the ability to effectively implement and develop necessary development-wide utility and drainage infrastructure in a timely manner. It is unknown whether or not TCRI would allow for drainage channels and other utility infrastructure to be constructed concurrently through rail ROW with the construction of the high speed rail. If reciprocal agreements could not be reached, the phasing of the development and installation of critical drainage and utility facilities would need to be reevaluated and restructured to minimize potential time delays due to the high speed rail. The "Temporary Workspace" is also an issue in the location shown on the Request for Survey Exhibit as it would limit the west-east flow of drainage through the southern tract. The term limits on the "Temporary Workspace" are not defined and would likely cause development for Georgetown Oaks to be stalled until all TCRI work, facilities, and construction equipment are removed from the temporary work site. Without knowing the construction timeline for the high speed rail, the additional construction traffic and noise along Binford Road could deter future homebuyers in the first phases of Georgetown Oaks or cause any development on the subject property to be stalled until the rail construction is completed.

- F) The location of the proposed high speed rail through the subject tract also has the potential to create small inefficient parcels of land which are difficult to develop. This hardship is created as a by-product of the inherent geometry required for the high speed rail to operate at its desired design speed and travel times. Immediately south of the US 290 crossing, the rail line transitions its direction from west to north for the Dallas-bound (or from the south to the east for those traveling into Houston), in what is known as “The Hockley Curve”. Due to the desired design speed of 205 mph, all curves along the alignment require a minimum centerline radius of approximately 17,000’, as published in *The Screening Reports*. A turning radius of this magnitude in order to change its ordinal travel direction cannot be accomplished in a small area and therefore has to have a sweeping turn through several properties. The result of which creates various triangular or other oddly-shaped parcels between the rail ROW and established property lines, or in our case, the existing pipeline easement. These irregular parcels are difficult to develop for a number of reasons, but the primary issue with these parcels is often a lack adequate width or depth to develop to typical development standards. The same issue comes up often in other master planned communities when major thoroughfares are proposed through an undeveloped tract. The main differences between accommodating a major thoroughfare and the proposed high speed rail are differences in required centerline radii (2000’ for a major thoroughfare versus the  $\pm 17,000'$  required for the high speed rail), and the flexibility to adjust the alignment of a thoroughfare to maneuver around constraining or existing features or best suit the road alignment to the proposed development.
- G) Generally, there is some risk in developing near an underground pipeline, but we do not know what added risks may be involved when a high speed rail line is added in. As in the earlier discussion with potential land use compatibility issues, this project is the first of its kind in the North American market, and there are no existing standards or similar case studies to research, especially any in which a high speed rail runs alongside an underground pipeline. Within the *Step 2: Screening Report*, additional construction and safety measures are mentioned as a requirement were the high speed rail to be constructed adjacent to underground pipelines or other utilities, but what those additional measures or safety requirements are is never stated in the text. There is no clear picture of how this special circumstance will be coordinated or accomplished between TCRI, the landowners, and the operators of the pipeline(s) which would be affected by the proposed alignment. This impact is difficult to quantify for many reasons but could be expected to increase the amount of materials, labor, and construction timeline for this portion of ROW given the close proximity of the rail and underground pipeline, further exacerbating potential delays to the start of the Georgetown Oaks development.

The detrimental impacts to the land, planning, and developmental timeline for Georgetown Oaks caused by the imposition of the high speed rail alignment across the property are significant, and the issues related here focus solely on the most prominent damages from a land planning perspective. Not only does the alignment cause a potential reduction in internal roadway connectivity and overall design flexibility, but the operation and maintenance of the rail line once constructed could limit or obstruct desirable land uses due to the nuisance(s) it creates. Delaying development for the master planned community is likely the most certain impact, and one that could be ongoing in case there were any developmental or construction delays with TCRI. Any and all of the impacts listed here have the ability to merge with one another or spur additional problems once construction was underway should the high speed rail come to pass.



### Delta Troy's 2007 General Plan and the US 290 Corridor

In recent years, the primary activity on this tract has been farming and other agricultural means. However, Delta Troy Interests, Ltd. has also engaged in pre-development efforts to position this prime parcel into a future master-planned community. In 2007, our firm submitted a General Plan on behalf of Delta Troy Interests, Ltd. to the City of Houston, and was subsequently approved by the Houston Planning & Zoning Commission. The Plan consisted of a mixture of: 1) traditional single family residential, 2) multifamily and townhome development, 3) general commercial, and 4) more intensive commercial and mixed use opportunities at prominent locations throughout the development. In 2011, Delta Troy and the Texas Legislature created Municipal Utility District 524 to provide utilities, roads and drainage for this parcel's future development.

Development for the project was largely impacted by the economic downturn in 2008 and was postponed until renewed development interest in the region and a more suitable economy was achieved. This part of the US 290 Corridor has begun to see new interest as construction has already begun on a neighboring parcel for the Daikin Goodman manufacturing plant and corporate headquarters, known as the Daikin Technology Park. The "Daikin Effect" is purported to boost the local economy with the projected arrival of 6,000 new employees in 2017, create an influx of new supplier companies supporting Daikin Goodman's operations, and the introduction of new housing and retail opportunities. Georgetown Oaks is ideally positioned of all nearby land tracts to advance and help facilitate this local economic expansion due its proximity, being just west of the Daikin campus across Kickapoo Road.

Along with construction on the Daikin facility, the connection of the Grand Parkway has also had a significant impact on the region as there are now direct connections from US 290 south to IH10, and north to SH249, IH 45, and IH 59. When compared to the other loop roads around Houston, Beltway 8 and Loop 610 handle more traffic and are more congested than the Grand Parkway currently. For developments, goods, and people at or near the current outer stretches of Greater Houston, the Grand Parkway offers a more time-efficient and effective route to travel around Houston. Other master-planned residential and commercial/industrial developments have started in recent years and have promoted additional development interest in the region. Due to this anticipated area demand and to capitalize on the overall renewed interest in the Northwest US 290 region, an updated General Plan (now naming the entire parcel "Georgetown Oaks") was developed with specific changes to reflect the highest and best uses for the subject tract, as well as to complement surrounding and planned developments. The updated General Plan was submitted to the City of Houston Planning and Zoning Commission for review and comment, and was approved on October 27, 2016.

### Conclusions

The *Reports* emphasize the goal of minimizing the total number of land owners impacted, however, the outcome for larger land parcels, such as the subject tract, is to become bisected by the rail. TCRI and its affiliates have set strict design guidelines and engineering metrics in order to meet their company's goal of an approximate 90-minute trip between Houston and Dallas on a train traveling  $\pm 205$  miles per hour. From what we have seen in the published *Screening Reports* and assorted *Appendices/Technical Reports*, there is little or no flexibility for the train's ROW to achieve these goals, so the property and landowners along the proposed alignment must accommodate the high speed



rail at no small cost to themselves. From a regional perspective, the high speed rail will serve the urban centers of Houston and Dallas, with little or no benefit to the properties and individuals impacted by the project. Given other well-publicized efforts to remove "community dividing barriers" such as I-69 East of Downtown Houston (near the Houston George R. Brown Convention Center), or the Pierce Elevated, the erection of a new "barrier wall" such as the proposed high speed rail should be avoided.

The high speed rail alignment as presented places a heavy burden on the properties and landowners necessary to make the project happen. At this point, too much is unknown as to how the rail will ultimately impact individual properties, the Houston-Dallas region, and potentially the nation, and what the precedents set through this project will influence. The question becomes not only of "how" the high speed rail will affect property but also "how long" this project will influence development and planning decisions for the region. In the case of Georgetown Oaks, TCRI and the Dallas to Houston High Speed Rail Project will significantly impact and delay the planned development for the property.

Should you have any questions of us or require any additional information, please feel free to contact our offices for assistance.

Sincerely,



Kerry R. Gilbert  
Director, Land Planning Services  
BGE | Kerry R. Gilbert & Associates

*Enclosure: TCRI ROW Survey Exhibit*

# **Exhibit 15**



3939 Hartsdale Drive  
Houston, TX 77063

Mr. Michael M. Johnsen  
Lead Environmental Protection Specialist  
Federal Railroad Administration  
1200 New Jersey Avenue SE., MS-20  
Washington, DC 20590

May 19, 2017

Re: Georgetown Oaks, a +/- 993 Acre Development by Delta Troy Interests, Ltd.  
Comments for FRA Review re: Dallas-Houston, Texas High-Speed Rail Project

Dear Mr. Johnsen:

I am writing to you on behalf of Delta Troy Interests, Ltd., a Houston, Texas-based real estate development company. Our firm owns property located within the geographic area currently under study in your *Environmental Impact Statement for Dallas-Houston High Speed Passenger Rail Corridor*. Delta Troy and its consultants<sup>i</sup> have reviewed the available information and published reports for the train's proposed alignment alternatives. The chosen segment known as the "Utility Corridor" Hockley-4 Alignment Alternative (HC-4) through northwest Harris County and southeast Waller County would cause significant negative impacts to a large tract of land upon which we will build the future Georgetown Oaks Master Planned Community. While the HC-4 route may appear a reasonable alignment based on the studies conducted by Texas Central High Speed Railway (TCRI) and its consultants, we would respectfully recommend that the Federal Rail Administration and TXDOT choose a different alternative, as the HC-4 Alignment unduly burdens the Georgetown Oaks tract now ripe for development, and Harris County as a whole.

#### Background

The subject tract is approximately 993 acres located along US 290 and west of the town of Hockley at Binford and Kickapoo Roads, with acreage both north and south of US 290. Within this tract is an existing Atmos Energy pipeline easement east of Binford Road. The area just to the east of the easement is described in the November 25, 2015 *Step 2 Screening of Alignment Alternatives Report* as the location for high speed rail to cross US 290. In overlaying the proposed alignment (sourced from the *Reports* exhibits and presentation maps) with our records, we can confirm that the alignment closely follows the location of the existing easement. If the high speed rail route tracked this pipeline's north to south alignment, it would bisect the southern portion of Georgetown Oaks (east of Binford Road) and cause irreparable harm to the entire 993 acre planned development.<sup>1</sup> [Please also refer to the attached "Tracts to be Surveyed, Harris County, TX" map promulgated by Texas Central Railroad and Infrastructure. Inc].

In addition to the proposed ROW width necessary for the railroad tracks, and the additional, and as yet unknown [but estimated at 116.19 acres, or nearly 12% of our total acreage] amount of extra acreage needed for railroad support

---

<sup>1</sup>

facilities and new electrical power lines<sup>2</sup>, this tract would also be encumbered with numerous other hardships. Some, but not all include:

- A) The design and placement of the two complex structures necessary to cross to the southern portion of Georgetown Oaks: 1) at, and south of, US 290, as well as 2) near Hempstead Road (Union Pacific Freight Rail corridor). In the *Step 1 and Step 2 Screening Reports*, there is no discussion or description of the actual designs, orientations, or acreage requirements for these structures, and thus no data regarding any potential additional land or ROW takings needed beyond TCRI's proposed typical ROW. This unknown factor places an additional burden on the future development of this parcel. The information that can be gleaned from the "Tracts to be Surveyed" map shows a huge ROW taking between Binford Rd. and an area well to the east of the proposed rail line. This taking eliminates an important access path to US 290 from our property, and divorces thousands of square feet of prime frontage from the parcel (or nearly half of the US 290 frontage from the southern parcel, and some from Binford Rd.). This will severely impair our ability to develop prime retail and mixed use developments in this area. In addition, the placement of the structure at US 290 may also make prohibitively expensive, or render physically impossible, the construction of future frontage roads along US 290 in this rapidly developing area.<sup>3</sup>
- B) Another hardship relates to the proposed alignment as it continues south through the acreage and approaches the southern boundary of the subject tract at the Hempstead Highway (Business US 290). Immediately south-southeast of this tract is where the high speed rail transitions its direction from west to north for the Dallas-bound, (or from the south to the east for those traveling into Houston). This radius is also known as "The Hockley Curve." Due to the large centerline radius required for high speed rail to maintain its 200 mph design speed, this sweeping turn will create various triangular or other oddly-shaped parcels without adequate width or depth, therefore making additional portions of the tract undevelopable.
- C) The alignment would also cause significant harm to Georgetown Oaks by drastically limiting the connectivity of the proposed uses. Delta Troy's latest Land Plan relies heavily on the use of internal access and backage roads to join its various uses together into a cohesive workable plan. Placing a high speed rail line through the largest portion of the 993 acre parcel severely limits east to west access and causes other severe problems with regard to the creation, placement and use of shared utilities and drainage, as well as other Municipal Utility District functions. The current lack of frontage roads along this portion of US 290, coupled with Texas Central's plan to erect either a train track berm or viaduct, (or a mix of both), bisecting Delta Troy's property will render a majority of the tract undevelopable. The "Tracts to be Surveyed" map shows that the actual ROW width when going north to south, from US 290 to the Hempstead Highway, actually varies, and is much larger than the 100 ft width touted by TCRI. This enormous and overly expansive ROW area (shown in dashed yellow on the "Tracts to be Surveyed")

---

1. See: *Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for Dallas-Houston High Speed Passenger Rail Corridor*. The NOI did not list a pipeline as an existing linear infrastructure "shared corridor" option for co-location with high speed rail. Only "railroads, roads, and electric utility lines" are mentioned. Federal Register, vol.79, no. 122, Wednesday, June 25, 2014. <https://www.federalregister.gov/documents/2014/06/25/2014-14771/environmental-impact-statement-for-dallas-houston-high-speed-passenger-rail-corridor>.

2. Ibid. The *Federal Register NOI* states that "the EIS will analyze the potential impacts of stations, power facilities, and maintenance facilities to support HSR Operations." As of this date, no map showing locations of planned maintenance facilities, (including heavy and light maintenance facilities), signaling stations, power stations, additional electrical infrastructure, access roads, etc. has been publicly made available. There is no way to evaluate their impact on Georgetown Oaks. See also the "Tracts to be Surveyed, Harris County, TX," map produced by Texas Central Railroad and Infrastructure, Inc. (undated), which shows only a vague outline of proposed ROW takings.

3. Representatives from Delta Troy Interests, Ltd met with TXDOT Houston on January 14, 2013 regarding the status of future frontage roads near Binford and Kickapoo Roads. The agency had no objection to their eventual construction. Frontage roads are a driver of suburban economic development and TXDOT has recently added economic development as part of its mission statement. William Stockton of the Texas Transportation Institute states that "...there appears to be significant value in a program to provide spot (transportation) improvements as a part of local recruitment of new industries." and "...relatively small improvements could significantly improve a community's ability to attract a new industry." See William R. Stockton, P.E., "Assessment of the Role of TXDOT Projects in Promoting Economic Diversification," *Texas Transportation Institute*, Report 1718-1, Project Number 0-1718: 24, <http://d2dtl5nnlpfr0r.cloudfront.net/tti.tamu.edu/documents/1718-1.pdf>.

effectively destroys the southern portion of Georgetown Oaks for all intents and purposes. This southern 440 acre tract (between Binford and Kickapoo Roads) is Georgetown Oaks's "heart," and is the largest of the three parcels comprising our proposed 993 acre Master-Planned Community. TCRI's requisitioning and seizure of our most important land parcel effectively ruins its developability and value as well as the developability and value of the other two remaining parcels. The entire 993 acres is thus rendered inutile due to TCRI's ignoble plans for our private property.

- D) Unfortunately, TCRI also has designs on our 284 acre northern parcel. TCRI demands ROW from the northern portion of Georgetown Oaks, (north of US 290) which contains no pipeline easement, and should thus be spared from any ROW takings based on the logic of TCRI's self-proclaimed "utility corridor" route. Unfortunately, TCRI intends to create a large detention pond on our property to serve themselves and possibly a neighboring landowner's tract (The Peter S. Terpstra Acreage). As with the southern portion, they will take prime US 290 frontage to accomplish this. Furthermore, TCRI seeks even more prime frontage, but this time along FM 2920 on the northern border of our property, in order to place an access road. This is again to benefit themselves and the Peter S. Terpstra tract to our west. This taking severely impairs our ability to develop the northern portion of the tract. We had planned to make this area a main entrance to our proposed business park (located adjacent to the new Daikin Goodman Campus, home of the largest tilt-wall building in North America).
- E) Although apparently "temporary" in nature, TCRI also demands the long-term use of 79 acres of our property (not included in the yellow ROW area) for a "temporary workspace" staging area. This area is shown in blue on the "Tracts to be Surveyed" map. When we asked TCRI's corporate representative, Shaun McCabe (in a deposition, under oath) what the actual estimated timeframe would be for their use of the staging area, he stated "Less than five years."<sup>4</sup> He also noted that this area would be used "To facilitate the construction of the route," and when asked to clarify himself, he confirmed that the 79 acres would be used to build the route through Harris County, and not just for "construction activities on the Delta Troy property."<sup>5</sup>
- F) These additional takings make our planning for the future extremely difficult due to the uncertainties and likely delays involved with TCRI's construction timetable, their inability to secure financing for their project, and the unknown and deleterious effects associated with their ROW takings on our development plan.
- G) TCRI's demands are simply too high of a burden to place on one family land owner for the benefit of their private corporate goals. In fact, we have already been harmed due to their publication of and promotion of their preferred HC-4 route through northwest Harris County and through our property. In 2016, two different entities, the Waller School District, and Broad Motors of China, approached our group through their designated real estate brokers. Both entities expressed interest in purchasing property from our group. However, upon learning of the possibility of TCRI's bisection of our parcel, they both backed off due to the uncertainty and risk, and instead went elsewhere. Broad Motors opted to purchase a site immediately across the street from our southern parcel, despite that site's inferior location with respect to the Daikin Campus (vs any of our parcels fronting Kickapoo Rd), and despite the fact that they were not guaranteed the planning certainty of a master plan. Our family was harmed by not being able to kickstart our business park with the Broad Motors deal, and this incident transpired *before* any rail line has been built. From a marketing standpoint, it is now impossible for us to promote Georgetown Oaks without discussing the possible deleterious effect of TCRI's project on our land plan. The ultimate effect has been to push development to the east of the proposed HC-4 alignment; this benefits all landowners to the east, and harms all those to the west.

---

<sup>4</sup> Deposition of Shaun McCabe, December 8, 2016, P.143.

<sup>5</sup> McCabe Dep, 143, December 8, 2016.

## Delta Troy's 2007 General Plan and the US 290 Corridor

In recent years, the primary activity on this tract has been farming and other agricultural means. However, Delta Troy Interests, Ltd. has also engaged in pre-development efforts to position this prime parcel into a future master-planned community. In 2007, Delta Troy submitted a General Plan to the City of Houston, and this Master Plan was subsequently approved by the Houston Planning & Zoning Commission.<sup>6</sup> The Plan consisted of a mixture of: 1) traditional single family residential 2) multifamily and townhome development 3) general commercial and 4) more intensive commercial uses at prominent locations along the major thoroughfares in and through the tract. In 2011, Delta Troy and the Texas Legislature created Municipal Utility District 524 to provide utilities, roads and drainage for this parcel's future development.

Development will begin on the project once a critical mass of global and local economic forces bring anticipated development activity throughout this part of the US 290 Corridor. This process has now begun with the creation of Daikin Goodman's \$417 million manufacturing plant and corporate headquarters, known as the Daikin Technology Park.<sup>7</sup> The "Daikin Effect" will boost the local economy with the arrival of 6000 new employees in 2017, the influx of new supplier companies<sup>8</sup> supporting Daikin Goodman's operations, and the creation of new housing and retail opportunities.<sup>9</sup> Georgetown Oaks is the best positioned of all area land tracts to facilitate this local economic expansion due its proximity literally "next door" to the Daikin campus, and its large size, unified ownership, favorable terrain, ease of developability, and approved Plan that supports land uses complementary to the needs of the Daikin headquarters' employees and suppliers.

The "Daikin Effect" is one of several reasons behind the renewed interest and optimism in the northwest US 290 region starting from the Waller County Line and on into Cypress. Also significant are:

- 1) the recent connection of the Grand Parkway (SH 99) to US 290;
- 2) the growth of planned commercial and industrial corporate headquarters such as the Daikin-Goodman site, FedEx, and the proposed Oceaneering Headquarters near SH 99; and;
- 3) the demand for master-planned residential and retail communities started in recent years such as Fairfield, Stone Creek Ranch, and The Bridgeland.

Furthermore, the Houston Region is expected to grow its population from a current 6,656,947 persons to 10,500,000 persons by the year 2035.<sup>10</sup> Among the areas now hi-lighted as a "future growth center" for this larger population is the Northwest US 290 Corridor, between the Cities of Waller and Cypress.<sup>11</sup> Due to this anticipated area demand and overall renewed development interest in the Northwest US 290 region, we created a 2016 General Plan (now naming the entire parcel "Georgetown Oaks") to reflect the highest and best uses for the subject tract, as well as to complement surrounding and planned developments. We submitted the updated General Plan to the City of Houston on October 27, 2016, and received plat approval that same day.

---

<sup>6</sup> The parcel is located within the City of Houston Extra Territorial Jurisdiction.

<sup>7</sup>Takahashi, Paul. "Exclusive: Class A apartment project planned near Daikin plant northwest of Houston." *The Houston Business Journal*, 12 August 2015.

<sup>8</sup> Daikin's Suppliers are estimated to add another 2,000 to 4,000 jobs to the area. See Letter of Waller County Judge Trey Duhon to TXDOT Interim Rail Division Director Dan Harmon, 6 May 2016, p.11. <https://www.americanstewards.us/.../WCSRPC-TXDOT-Letter-Discussion-Attachment>.

<sup>9</sup> Ibid. See also Mochizuki, Takashi and Pfanner, Eric. "Japan's Daikin to Build \$410 Million Air-Conditioner Factory Near Houston." *The Wall Street Journal*, 6 January, 2015.

<sup>10</sup> Laguarda, Kirk, and Heckmann, Duane. "Houston MSA Population Predications." *2016 Land Advisors Houston Forecast*, 15 November 2016, p.58.

<sup>11</sup> Ibid., "Possible Growth Areas in the Future." p.61.

We believe that the unimpeded development of Georgetown Oaks will serve the Houston Region as the parcel:

- 1) can be a significant mixed use development featuring quality, master-planned residential, office, retail, and industrial uses;
- 2) is a potential site for an International Corporate Headquarters;
- 3) will be a future employment node where basic jobs and employment growth can thrive;
- 4) is an ideal location for out-of-state and out-of-country businesses to relocate to, given the area's low taxes, transportation amenities, and educated workforce, all in furtherance of a more diversified economy;
- 5) is a game changer for Northwest Houston by creating new industrial, office, retail, and residential amenities between Katy and Magnolia/ The Woodlands;
- 6) is a potential tax revenue generator to grow the tax base of Harris County, the Waller ISD, and the City of Houston;
- 7) will serve as a place to advance trade,<sup>12</sup> create jobs, attract investment capital, and diversify the regional economy due to its positive characteristics, relative ease of development and its comparative advantages to other properties; and
- 8) will make an ideal business expansion or relocation site for consideration by the Greater Houston Partnership's Economic Development and International Investment and Trade Committees.

**Unfortunately, should the HC-4 Route come to pass, the plentiful rooftops, retail, and offices (along with their higher paying basic jobs) will not flourish at Georgetown Oaks, or anywhere to the west of, or near the actual alignment.<sup>13</sup> Keeping the HC-4 Alignment through northwest Harris County means favoring lower paying service jobs at the termini locations (such as restaurant, hotel, and temporary construction jobs) over the creation of plentiful high-paying basic jobs in suburban Houston.** Any possible contribution from our area of northwest Harris county toward the correction of our nation's trade deficits will be reduced, and fewer quality jobs will be created. The "Daikin effect" will be neutered, and its associated growth and development confined to the east of that campus where the land is more difficult and expensive to develop due to its topography and associated floodplain issues.

#### The Alignment Alternatives for High Speed Rail near Hockley: HC-4

According to the *Step 1 and Step 2 Screening of Corridor/Alignment Reports*, the Hockley alignment alternatives were developed to:

- 1) alleviate issues such as cited property owner impacts at the Utility Corridor's preferred "HC-Base" / 290 @ Hegar Road crossing;
- 2) find options to deal with alleged tight curvature issues / requirements;
- 3) minimize the train's crossing requirements as they relate to the other existing infrastructure, including US 290, its frontage roads, and the Union Pacific freight line.

---

<sup>12</sup> See Schneider, Andrew. "How Would A US Withdrawal from NAFTA Affect Houston?" *Houston Public Media*, 1 September 2016. Citing the benefits to Houston of NAFTA and global trade, as exemplified by the creation of the Daikin facility between Waller and Hockley: "The campus will import some components from Mexico, but all design, engineering, and final assembly will stay in Texas. It's an example of how NAFTA can work for a region, instead of against it."

<sup>13</sup> N.P. Inc. (also owned by our family) created the successful deed restricted business park called North Park Central in North Houston near Intercontinental Airport. During our development of, ownership of, and management of the park, global companies such as Cardinal Health, Tadano Crane, Mercedes-Benz, Goodman Air Conditioning, Cyclone, and Continental Airlines, among others, located within our development, and brought scores of quality basic jobs as well as a robust tax base to the area. We would like to bring similar benefits to this part of Houston should our development of Georgetown Oaks proceed unmolested by TCRI.



With regard to the train's entry into Northwest Houston, the reports' ultimate goals were to:

- 1) discern a path to cross over US 290 at an advantageous location, and then to :
- 2) **co-locate the high speed rail alignment along the existing and proposed high voltage transmission lines running towards the northwest.**

Note that the *Step 1: Screening of Corridor Alternatives* report (within the Environmental Section, Section 10.2.12) paid special attention to the fact that locating the railway near pipelines would require special "construction activities" in order to minimize danger and protect both the pipeline and the high speed rail passengers. Such alignments requiring "special construction approaches" "...would be "more costly to deliver and construction schedules would be extended."<sup>14</sup>

In contrast, the alternative eventually selected, **HC-4**, is:

- 1) **the longest alternative path in terms of distance;**
- 2) **the alternative with NO co-location along the high voltage transmission line corridor;**
- 3) **The route featuring the longest distance of pipeline co-location, thus requiring extensive "special construction activities;"<sup>15</sup>**
- 4) **the route creating the greatest number of "secondary impacts" to landowners, caused by the need to build and place electrical feeder lines into the train's ROW to service the numerous power substations.<sup>16</sup>**

**This fourth issue is caused by the HC-4 Alignment's lack of proximity to a large electrical transmission line. The harmful impact on land parcels resulting from TCRI's creation of new feeder power lines (since they are not present along the HC-4 Alignment) must be explored in depth during the EIS process.** Environmental matters include the negative aesthetic appeal, impaired use of property, and harmful electromagnetic waves caused by high voltage power lines.

These four factors appear detrimental to the selection of the HC-4 Alignment Alternative, since a longer route next to a pipeline would mean greater construction costs, ultimately longer travel times, and the burdening of additional land owners through the taking of more undeveloped, unencumbered land. As stated before, the only existing utility associated with the "Utility Corridor's" HC-4 Alignment is a 30 inch in diameter underground pipeline, and easement, which is itself much narrower in width than the electrical transmission line corridor (both the existing and the new proposed ERCOT / Center Point electrical line). The pipeline is also buried and out of sight, thus making it much easier to develop housing and commercial opportunities near to, or over such a pipeline easement, as opposed to near to, or under high voltage power lines.

The *Step 1 & 2 Reports'* HC-4 Sections also fail to mention the pipeline or any additional construction activities required to safeguard the two entities (high speed rail and the pipeline) co-locating with each other. This oversight may have resulted in the improper removal of the "slightly more expensive" (but probably actually cheaper) HC-2 Alignment

---

<sup>14</sup> See *Texas Central High-Speed Railway Step 1 Screening of Corridor Alternatives Report, Dallas-Houston, Texas, High-Speed Rail Project*, March 22, 2015, "Group B: Engineering Considerations," p. 18.

<sup>15</sup> *Ibid.*, 10.2.12, p. 130. "There is a significant difference between the alternatives when considering the number of miles of colocation with pipeline infrastructure. The IH-45 corridor alignments have the least length of colocation followed by the alignments of the BNSF and UPRR corridors. The BNSF Option 3 and the Utility Corridor Alignment have the greatest distance of (pipeline) colocation, respectively."

<sup>16</sup> *Ibid.*, "The Utility Corridor alignments, by design, parallel the electric line to the greatest extent possible. The proposed HSR system would be electrically powered, with traction power substations spaced about every 25 mi (40 km), so close proximity to a large line (parallel or crossing) would reduce the secondary impacts associated with the length of feeder lines to the right-of-way from the transmission lines."

from consideration, given that the scores of HC-4 (0.81) and HC-2 (0.83) were so close.<sup>17</sup> Furthermore, the analyses do not include the costs associated with building the electrical infrastructure (mostly present in the other alternatives) to service the train in the HC-4 portion of the “Utility Corridor,” as well as the cost of the extra land / ROW needed to locate the new power lines on. According to TCRI, the alignment must co-locate near major power lines to provide the train’s power supply.<sup>18</sup> If true, then the choice of HC-4 conflicts with TCRI’s own expressed goals.

Given TCRI’s stated goal of co-locating the train next to electrical transmission lines, many of the decisions taken to favor HC-4 over HC-Base in particular, (which is the straightest, shortest, and most direct route, featuring the most co-location with the transmission line)<sup>19</sup> seem questionable, and the data is difficult to affirm since much of the information, analyses, and conclusions stem from materials and research provided by TCRI’s paid for and contracted with consultants.<sup>20</sup> In fact, p. 112-113 of the *Step 2 Report*, (which justify the choice of HC-4), minimize the actual real costs and construction challenges of route HC-4, and overemphasize the negatives aspects of HC Base, HC-1, HC-2 and HC-3. Furthermore, the choice of HC-4 contradicts recent statements made by Jeff Moseley<sup>21</sup> during a September 28, 2016 public forum hosted by Texas State Representative Mike Schofield, (R-Katy). During a discussion of eminent domain, Moseley stated that TCRI “want(s) to work” with “...landowners that are in this infrastructure zone, I-45 N, Burlington Northern, and High Powered Grid.” He then stated: “These landowners already pretty much know that land’s (sic) in an infrastructure zone. We have an electric train...we are going to use this zone and we will work with the landowners,” hinting that such land would be easier to build on, buy or condemn if its value was already reduced by the presence of this “infrastructure.”<sup>22</sup> Moseley failed to mention pipelines as a part of this useful “infrastructure,” and also apparently does not understand that his group’s preferred path into Houston, HC-4, contains no co-locatable infrastructure similar to what he cited at the forum.<sup>23</sup> The *Step 2 Report* echoes Moseley when it states that “Alignment alternatives adjacent to or generally following the high-voltage electrical transmission line were expected to have fewer property impacts, fewer environmental impacts, and reduced property rights acquisition costs and risks.”<sup>24</sup> A buried pipeline should not be considered a “linear infrastructure utility” similar to a massive, visible from miles away, and above ground power line system. Landowners with such pipeline easements do not consider themselves within “an infrastructure zone” similar to a freight rail line or electrical line zone. A pipeline easement should not be part of any “shared corridor”<sup>25</sup> along with high speed rail.

---

<sup>17</sup> See *Texas Central High-Speed Railway Step 2 Screening of Alignment Alternatives Report, Dallas-Houston, Texas, High-Speed Rail Project*, November 5, 2015, “Summary of Results,” 6.3.1.12., p. 100.

<sup>18</sup> The *FAQ in the Step 1 Screening Report* states that: “A: The power needs of the high-speed rail traction power system will require that the electrical utility connection be a transmission level voltage i.e. >69,000V. By utilizing a transmission level utility supply, Texas Central can help manage and balance power needs elsewhere in the state. Our preferred route is adjacent to or nearby existing utility lines, thus minimizing the need for additional electrical infrastructure. This high-speed passenger train system being deployed in Texas is based on one of the most energy efficient passenger rail systems in the world but will rely on the availability and redundancy of power supply.”

<sup>19</sup> Of all choices, HC-1 is the straightest in geometry, the shortest distance (25.1 miles), and has the highest amount of land next to the high voltage utility line (16.7 miles), but was dismissed due to 2 of its 3 curves only allowing for a maximum speed of 160 mph, vs. the preferred 200 mph. This left HC-Base as the next best route in terms of land co-located next to the high voltage utility line (5 miles), and the shortest distance overall (25.6 miles). Contrast this with HC-4, with 0 miles next to the electrical utility line, and an overall lengthy distance of 28.1 miles. HC-4 fails the “best route” test.

<sup>20</sup> The front pages of both the *Step 1 and Step 2 Reports* make clear that the *Reports* were written for TCRI’s benefit, and not for the public’s benefit, or for use in a NEPA analysis, or to be relied upon by affected landowners: ARUP and Freese and Nichols state: “This report takes into account the particular instructions and requirements of our client. It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.” (presumably including the FRA and TXDOT).

<sup>21</sup> At the time of the statement, a Texas Central Partners State VP of Government Affairs, based in Houston, TX, now resigned.

<sup>22</sup> *TX High Speed Rail Forum - Rep Schofield*, Sep. 28 2016, Part 6, <https://www.youtube.com/watch?v=AJFzviZnngg>.

<sup>23</sup> *Ibid*.

<sup>24</sup> *Step 2 Screening of Alignment Alternatives Report*, 5.2.1.1., p.35-36. See also an opinion piece by TCRI’s Holly Reed, who recently stated that “...most of the proposed route already follows high-voltage power lines, significantly reducing impacts to homes and businesses.” Reed, Holly, “Why conservatives should support high-speed rail in Texas.” *The Washington Examiner*, 13 December 2016. This statement reinforces the view that TCRI’s goal has always been to co-locate near power lines.

## The Alignment Alternatives for High Speed Rail near Hockley: HC-3 and HC-4

In the reports, the HC-3 Alignment is dismissed from consideration for several reasons:

- 1) the alignment's impact on minority populations;<sup>26</sup>
- 2) limited adjacency to the transmission line corridor;
- 3) traversing through a planned development (Kickapoo Reserve – a primarily residential development), and;
- 4) the potential impact on the Daikin-Goodman industrial site.

**In comparing the *Reports'* HC-3 Alignment analyses criteria to the *Reports'* HC-4 Alignment analyses criteria, there are two that match: 1) the HC-4 Alignment's impact on minority populations, and the 2) lack of proximity to the electrical transmission corridor along the HC-4 path.** In addition, had TCRI's consultants moved beyond "desktop research"<sup>27</sup> and located Delta Troy's City of Houston General Plan filed and approved in 2007, or its infrastructure creating Texas Municipal Utility District 524, the HC-4 alignment would have also matched HC-3's third criterion --**traversing through a planned development.**<sup>28</sup> In addition, p. 112 of the *Step 2 Report* states unequivocally (and incorrectly) that "HC-4, which is farthest to the west, avoids the existing and *planned residential developments.*" **As stated above, this is not true.** NEPA requires that local and regional planning entities such as the City of Houston be consulted during the EIS process; this did not occur with regard to Georgetown Oaks, or route HC-4.<sup>29</sup> TCRI and its consultants were either negligent in their research, or purposefully failed to acknowledge notice of our planned development. **In demonstrating the above facts, we request that the HC-4 Alignment be subject to the same scrutiny as the other Hockley alternatives, and be removed from consideration as the preferred alignment for this segment of the proposed high speed rail corridor.**<sup>30</sup> In addition, since NEPA (a federal statute) was not followed during the route analysis and selection process, we posit that this project NOT be eligible for low interest Federal RRIF and TIFIA loans.

---

<sup>25</sup> See: *Federal Register Notice of Intent (NOI) to Prepare an Environmental Impact Statement (EIS) for Dallas-Houston High Speed Passenger Rail Corridor*. The NOI did not list a pipeline as an existing linear infrastructure "shared corridor" option for co-location with high speed rail. Only "railroads, roads, and electric utility lines" are mentioned. *Federal Register*, vol.79, no. 122, Wednesday, June 25, 2014. <https://www.federalregister.gov/documents/2014/06/25/2014-14771/environmental-impact-statement-for-dallas-houston-high-speed-passenger-rail-corridor>.

<sup>26</sup> HC-4 has the "Greatest impact on minority populations by percent," and "Substantial impacts to minority populations by count and low income families when compared to county level data." *Step 2 Screening of Alignment Alternatives Report*, "Summary Table HC-4.," p.60.

<sup>27</sup> See *Step 2 Screening of Alignment Alternatives Analysis Report*, November 6, 2015, p.24: "This analysis is based on desktop level research and data collection. No field surveys or site verification was conducted to complete this analysis."

<sup>28</sup> NEPA requires that the FRA undertake an Environmental Assessment Process, using 23 Criteria whenever there is a "proposed major FRA Action." Among these 23 criteria are "**(15) Land use: Land use, existing and planned.**" "The EIS should assess the impacts of each alternative on local land use controls and comprehensive regional planning as well as on development within the affected environment, including, where applicable, other proposed Federal actions in the area. Where inconsistencies or conflicts exist, this section should describe the extent of reconciliation and the reason for proceeding notwithstanding the absence of full reconciliation. As required by 42 U.S.C. 4332(2)(D)(iv), the Program Office shall provide early notification to, and solicit the views of, any State or Federal land management entity with respect to any alternative which may have significant impacts upon such entity and, if there is any disagreement on such impacts, prepare a written assessment of such impacts and views for incorporation into the final EIS." See <https://www.federalregister.gov/documents/1999/05/26/99-13262/procedures-for-considering-environmental-impacts>.

<sup>29</sup> Ibid.

<sup>30</sup> At the October 13, 2016, Houston CCIM real estate forum, *Updates on the High Speed Rail*, Texas Central Partners' representative David Hagy stated that "There is only one way out of Houston..." and that "...that route has been chosen and finalized." This is factually incorrect (about the route) and is also a mischaracterization of the actual ongoing EIS process with regard to the Dallas-Houston High Speed rail project. There are many possible entry and exit points into and out of Houston as made clear by the *Step 1 and 2 Reports*. For example, the BNSF Corridor scored very highly, but was dismissed since TCRI did not want to pay an indemnity to the freight railroad company.

Within the *Step 2: Screening of Alignment Alternatives* report, one section highlights projected engineering and construction costs, and within this discussion establishes that a longer alignment would not be as cost prohibitive when compared to conventional transit or mobility projects.<sup>31</sup> The *Report* noted that a longer alignment composed primarily of berms or embankments would be more cost effective than a shorter alignment with more viaduct and structured support. Where this tradeoff balances, or becomes no longer valid, cannot be determined since no definite figures or cost projections are given to compare one process to the other.

The *Reports* emphasize the goal of minimizing the number of land owners impacted, thus leading to preferred routes that pass through larger, mostly undeveloped parcels. This policy is presumably done to alleviate the need for viaduct construction through the more developed areas, and to also minimize the total number of existing utility and road crossings. However, the outcome for larger land parcels, such as the subject tract, is to severely damage the tract by bisecting it and drastically hindering any potential future development. The *Reports* fail to mention how access would be managed, or allowed, across such tracts with common ownership should the high speed rail be constructed in the future.

The limited information given does not bode well for Georgetown Oak's future development potential, as the *Step 2 Report* states: "After passing US 290, the alignment (HC-4) would begin to transition from viaduct to embankment for a majority of its length."<sup>32</sup> Embankments are favored by TCRI due to their cheaper construction cost vs. viaduct structures.<sup>33</sup> However, embankments also mean few, if any crossings, vs. viaduct, which allows for a greater number of crossings. In fact, to cross an embankment, a "local road" would either be "diverted," "closed," or "re-profiled" by elevating it above the train's embankment.<sup>34</sup> Due to the costs involved in elevating a road, it is likely that TCRI would resist that option, and instead prefer the cheaper alternative of total road closure. Thus, while berms and embankments are good for TCRI's financial goals, they are bad for a landowner's development plans.<sup>35</sup> This limited connectivity and its associated development difficulties are primary factors in other large tracts along the proposed alignments (such as the Rice University Tract, the Hegar Tract, and the Houston Oaks Country Club) successfully requesting to have the alignment(s) altered away from their property.<sup>36</sup> **We request that our parcel be given the same consideration shown to the other large parcels spared from the alignment path.**

While the *Step 2 Report* details preferred actions such as closing some minor public roads and restricting the number of transportation routes crossing the proposed high speed rail ROW, it does not list any provisions for the creation of new future crossings should the need arise. This omission becomes critically important should the train be built before development occurs on the Georgetown Oaks parcel. In all future development tracts, this practice will create a physical divide and effectively increase traffic in the few designated crossing areas. Such increased traffic would lead to longer travel times for all individuals having to travel out of their way via an indirect, circuitous path to destinations previously a quick trip down the road. This lack of access, along with the impairment and discouragement of development, the environmental impacts, plus numerous social justice challenges all resulting from high speed rail's imposition along HC-4

---

<sup>31</sup> "It is important to note that the shortest route is not always the preferred alignment," *Step 2 Screening of Alignment Alternatives Report*, 5.2.1.3, p.36.

<sup>32</sup> *Step 2 Screening of Alignment Alternatives Report*, 5.3.2.5 "Hockley Alternative 4 (HC-4)," p.59.

<sup>33</sup> "High viaduct bridges are more expensive to construct than low embankment sections..." *Step 2 Screening of Alignment Alternatives Report*, 5.2.1.3, p.36.

<sup>34</sup> *Step 2 Screening of Alignment Alternatives Report*, 5.2.1.4., p.37-38.

<sup>35</sup> "Alignment alternatives with fewer crossings would be more desirable due to reduced cost, construction duration, maintenance, and third party coordination." *Step 2 Screening of Alignment Alternatives Report*, 5.2.1.4. p.37-38.

<sup>36</sup> "ROW impacts to large (3970 acre) Rice University property." See *Step 2 Screening of Alignment Alternatives Report*, "Phase 2 Results," Table 35, p. 113, and "Bisects Rice University Property," "Appendix E, Phase 2 Alternative Alignment Figures and Tables," Table E-1, and Appendix A, "Hockley Group-Hockley" Map.

are not well discussed or considered in the published *Reports*. One can argue that HC-4's shortcomings were overlooked to justify it as a choice versus the other alternatives.

Arguably, there are major flaws in each of the Hockley and Houston area alignment alternatives. A solution to satisfy all landowners along the eventual, final designated route may not be possible. However, based on our analysis of the *Reports* and other data:

- 1) an entirely new route should be chosen, such as the use of ROW along the future Highway 36A (Prairie Parkway) or;
- 2) the other Hockley Area alignment alternatives (HC Base, & HC 1,2,3) should be re-investigated and re-evaluated using accurate land use, financial, and environmental information.<sup>37</sup> or;
- 3) the No-Build Option should be chosen.

Yet, each of the proposed Hockley alignments suffer from major faults, and would all adversely affect existing and future populations between Waller and Cypress. In effect, the high speed rail tracks, in spite of the very few proposed crossing areas, will serve to wall off this rapidly growing part of Northwest Houston from the rest of the region. All land to the west of the tracks will depreciate. The tracks will be a physical barrier dividing communities and lowering the overall area tax base through the devaluation of land and the discouragement of commercial and residential areas near the tracks. Minority Communities near the train path will be denied the robust tax base, strong home values, and economic opportunities enjoyed by their neighbors to the northeast and southeast. They will also be disproportionately harmed by nuisances such as the electromagnetic fields brought into their neighborhoods by the train's power source.

Given well publicized efforts to remove "community dividing barriers" such as I-69 East of Downtown Houston (near the Houston George R. Brown Convention Center), or the Pierce Elevated, the erection of a new railroad track "barrier wall" in a developing, high growth area like the 290 Corridor appears retrograde.<sup>38</sup> This social justice deficiency is magnified by the fact that the miles-long embankment wall will be built for a private company's financial benefit. We believe that the HC-4 version of the "Hockley Curve" is not a viable alternative for the above discussed reasons. In addition, the cumulative effect of the future harmful economic and social damage resulting from the proposed HC-4 alignment is far greater than high speed rail's possible benefit to the Houston Region.<sup>39</sup> In its current alignment path, the train's economic benefit to the larger Houston Metro Area is de minimis.

The US 290 corridor between Waller and Cypress contains a diminishing resource key to the Houston Metro Area's future population and economic growth: namely, prime land, near a highway, that is suitable for future commercial, industrial and residential development. Altering the path of the train to best protect this resource is vital to safeguarding

---

<sup>37</sup> For example, HC-1 could be a viable alternative route if the train simply slowed down to 160 mph in 2 of 3 curves.

<sup>38</sup> Begley, Dug. "Massive I-45 Project Would Remove Pierce Elevated, Add Lanes." *The Houston Chronicle*, 22 April 2015.

<sup>39</sup> **For reasons unclear, and which merit investigation, the Step 2 Report changed the train's path from HC-Base to HC-4, despite HC-Base being the previously publicly published route, and despite HC-4's lack of any co-locatable electric line.** The public learned of this change just before Thanksgiving of 2015 (November 13, 2015). Seemingly overnight, the previously released alignment route maps became void, and all landowners along route HC-4 were surprised to find themselves in the path of high speed rail. Before mid-November 2015, US 290 area landowners had been assured that the route would enter Houston to the east of the City of Hockley. See Baddour, Dylan. "Feds Approve Texas High Speed Rail Corridor." *The Houston Chronicle*, 26 August 2015. See also *Step 1 Screening of Alignment Alternatives Report*, p. 74, and Figure 57, p. 75. "Just west of Cypress the Utility Corridor HSR alignments sweep south before turning north through a large radius curve suitable for high speed rail operations to cross US 290 just east of the town of Hockley. The Utility Corridor alignments head north following Hegar Rd. to minimize impacts to local development until they align with the Center Point transmission line between the towns of Hempstead and Magnolia...."

Houston's future. This singular fact should warrant a reexamination of the entire Hockley Segment to truly develop a "best alternative" using mandatory NEPA Criteria in the creation of the Draft EIS. We respectfully request that current EIS standards not be "loosened," that environmental reviews not be "expedited," and that "regulatory relief" not be granted to satisfy private investor aims as a part of any future Trump Administration Infrastructure Plan.<sup>40</sup> **A legal, transparent, and cooperative public EIS process with community involvement and input is necessary to ensure that not just the applicant's goals are served, but that all parties' legal rights are protected.**<sup>41</sup> Should you have any questions, or require any additional information, please feel free to contact our office. Thank you.

Sincerely,

The Principals of Delta Troy Interests, LTD

---

<sup>1</sup> This Commentary was prepared using material from our consultant, BGE/Kerry R. Gilbert & Associates.

---

<sup>40</sup> Zanona, Melanie. "Texas high-speed rail project ramps up Washington lobbying efforts." *The Hill*, 20 March 2017. <http://thehill.com/policy/transportation/324864-texas-high-speed-rail-project-ramps-up-washington-lobbying-efforts>.

<sup>41</sup> For a view contrary to that of TCRI's on "regulatory reform," see *Wise, Lindsay and Tate, Curtis*. "Well-timed pitch to Trump administration propels Texas bullet train to top of mind," *Dallas News*, 10 March 2017. Shailen Bhatt, executive director of the Colorado Department of Transportation, cautions "...against easing regulations too much in the interest of moving projects along quickly to satisfy private investors. People say it takes us too long to deliver projects," Bhatt said. "The reason it takes us so long is we're preserving clean water, we're preserving clean air, we're preserving property rights. And that's why there's regulations. And yes, we can do things faster, but we're not going to build things like they do in China because we don't have a society like in China." <https://www.dallasnews.com/news/transportation/2017/03/10/timed-pitch-trump-administration-propels-texas-bullet-train-top-mind>.

# **Exhibit 16**





# **An Economic Analysis of the Georgetown Oaks Development**

**Report submitted  
to Delta Troy  
Interests, Ltd**

**March 8, 2018**

**Report prepared by  
EconAlyze LLC**

# An Economic Analysis of the Georgetown Oaks Development

## Overview

This report presents estimates of the economic impacts of the proposed Georgetown Oaks property development. Master Plan details were provided by Delta Troy Interests, Ltd. Details included planned development by building type, classified as Office, Retail/Commercial, Warehouse/Light Industrial, Educational (elementary school and daycare center), Single Family dwellings, Town Home dwellings, and MultiFamily residences. EconAlyze combined the information provided on numbers of units and square footages by building type with published and purchased data and in-house software to develop the estimates presented here for construction related job and earnings impacts and on-site jobs accommodated upon project completion. A third and final component of the impacts assessment uses national average data to provide total employment and earnings impacts of building operations and maintenance expenditures upon project completion. Expectations are for project completion over roughly a ten-year period.

Total construction related expenditures impacts are estimated to result in more than nine million square feet of new building structures, and to support nearly 19 thousand jobs and a billion dollars of income during construction, mostly located in the Houston region. Upon completion, the development is expected to accommodate more than 16 thousand jobs, all on-site at Georgetown Oaks, with associated direct earnings estimate of more than \$850 million. Operations and maintenance expenditures are expected to support an additional 600+ jobs in the economy overall.

The remainder of this report provides additional detail on the planned development and the impacts in tabular and graphical form, and elaborates on the assumptions, methods, and data on which the impacts estimates are based.

---

## Georgetown Oaks

This section sketches the essential elements and assumptions of the development plan that contributed to the generation of impacts estimates. Details are grouped according to the land acreages north and south of 290. These data were supplied by Delta Troy.

### NORTH SIDE of 290

The project on the north side of 290 will be the site of Retail/Commercial and Business Park (BP) and Light Industrial (LI) structures. Land devoted to retail/commercial structures is based on a general assumption of a ratio of 25% building coverage per acre of land.

#### Retail/Commercial

- 7.8 acre site = 84,942 sq. ft.
- 18.1 acre site = 197,109 sq. ft.
- 1 acre site = 11,000 sq. ft.

#### Business Park/Warehouse/Light Industrial (BP & LI)

- BP and LI (combined) = 227.8 acres or 9,922,968 sq. ft. total land area
  - 6.5 acres per building site with a typical 117,600 sq. ft. industrial building allows for 35 building sites
  - 35 sites x 117,600 sq. ft. = 4,116,000 sq. ft. of business park/industrial buildings
    - Assume 10% of building square footage is devoted to office buildout
    - Yields 411,600 sq. ft. of office inside the various industrial buildings

### SOUTH SIDE of 290, WEST OF BINFORD RD

#### Single Family (SF)

- 95 acres (361 houses @2784 sq. ft. each on 7500 sq. ft. lots)
- Approximately 3.8 lots per acre
  - Approximates a typical house for sale in nearby areas
- Yields 1,005,024 sq. ft. of single family houses

#### Town House (TH)

- 29.2 acres
- 7 townhouses per acre
- 204.4 townhouses @ 1800 sq. ft. each
- Yields 367,920 sq. ft. of townhouses

#### Retail/Commercial

- 38.1 Acres

- 
- 24 acres yield 261,360 sq. ft.
  - 14.1 acres yield 153,549 sq. ft.

## SOUTH OF 290, EAST OF BINFORD RD

### Retail/Commercial

- 28.8 acres yield 313,632 sq. ft.
- 16.9 acres yield 184,041 sq. ft.
- 16.5 acres yield 179,685 sq. ft.

### Multi Family (MF)

- 36.2 acres
- 3, 12-acre apartment sites
  - @ 270 units each
  - 810 apartments total
    - 250 units X 1200 sq. ft. each = 300,000 sq. ft.
    - 560 units X 670 sq. ft. each = 375,200 sq. ft.

### Mixed Use (MU)

71.7 acres

- Following a typical mixed use model of 34 acres with 270,000 sq. ft. of restaurant and retail, and approximately 100,000 sq. ft. of office and multifamily yields:
  - 540,000 sq. ft. of mixed use retail/restaurant
  - 30,000 sq. ft. of mixed use office above retail
  - 60 multifamily units @ 1200 sq. ft. each
    - Yields 72,000 sq. ft. of mixed use multifamily

### Educational

- Elementary School
  - 15 acres (assuming < 25% building to land ratio to accommodate fields, etc.)
    - 133,000 sq. ft. school building
- Day Care
  - 2 acres (assuming < 25% building to land ratio to accommodate fields, etc.)
    - 16,000 sq. ft facility

### Corporate Campus HQ

- 131.5 acres
- Mid-rise corporate HQ style buildings
  - Assume 7,792.2 sq. ft. per acre of office / campus buildings
  - $7,792.2 \times 131.5 = 1,024,674.3$  sq. ft.

---

## Construction Impacts

This section reports the impacts of Georgetown Oaks construction expenditures on the Texas economy. The impacts are totals by building type that are due to spending and responding throughout the Texas economy.

Impacts estimates are driven by square footages by building type, which are then converted to direct expenditures, drawing on data from the 2018 edition of *Economic Impacts of Commercial Real Estate* and the Craftsman 2018 National Building Cost Manual.<sup>1</sup> Direct expenditures totals are then distributed across industries using proprietary translator tools developed by EconAlyze, which in turn drive the IO-Snap impacts model.<sup>2</sup> The summary results are presented in Table 1. The expenditures associated with the construction of 9.36 million square feet across all building types will support a total of 18,744 full-time equivalent (FTE) over the course of the build-out. Earnings associated with these jobs are estimated to be \$979 million. Retail and Office build-out account for the roughly two-thirds of the employment, in equal parts. Warehouse construction accounts for another 20%, and the remainder of employment impacts are attributed to residential and education building construction.

<i>Table 1</i> <b>Construction Impacts</b>			
Building Type	Employment (FTE)	Earnings (\$M)	Sq. Ft.
Single Family	1,081.2	\$57.21	1,005,024
Town Homes	353.2	\$18.65	367,200
MultiFamily	710.9	\$37.67	747,200
Retail	6,224.8	\$322.54	1,925,208
Office	6,277.6	\$327.94	1,466,274
Warehouse	3,785.5	\$198.74	3,704,400
School/Daycare	311.2	\$16.23	149,000
<b>Total</b>	<b>18,744.4</b>	<b>\$978.97</b>	<b>9,364,306</b>

---

<sup>1</sup> Stephen Fuller, *Economic Impacts of Commercial Real Estate, 2018 Edition*, Prepared for and funded by the NAIOP Research Foundation. <https://www.naiop.org/Research/Our-Research/Reports/Economic-Impacts-of-Commercial-Real-Estate-2018>, last accessed March 8, 2018.

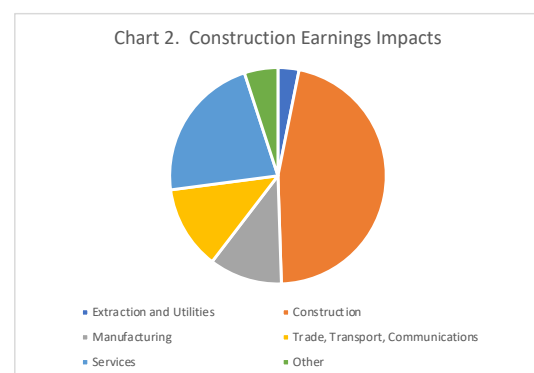
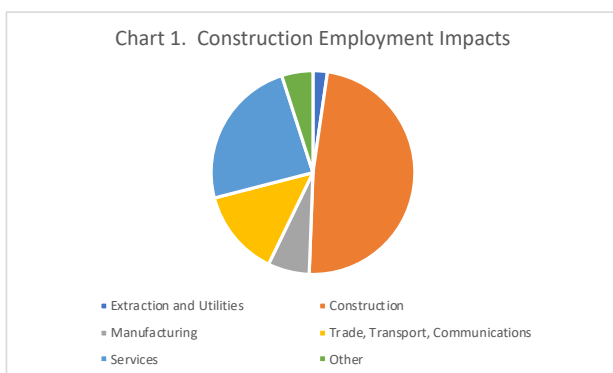
*Craftsman 2018 National Building Cost Manual*, edited by Ben Moselle. Carlsbad, CA: Craftsman Book Company. Published October 2017 for the year 2018. Available for purchase on-line at <http://www.craftsman-book.com>.

<sup>2</sup> IO-Snap, Input-Output State and National Analysis Program. <https://www.io-snap.com/>.

Employment and earnings are distributed across industry sectors as shown in Table 2 and Charts 1 and 2. Employment and earnings distributions are similar, with differences attributed to differences in wage structures across industries, i.e., wage shares in higher wage industry sectors will be larger than corresponding earnings shares.

As expected, the largest impacts are estimated to accrue to the construction sector, with an estimated 98% of these jobs on-site. Because services provision tends to be localized, the bulk of the service sector employment would be expected to be local to the Houston metro area. The remaining 28% of the employment impacts will be distributed across the state, with greatest concentrations in or near the Houston metro area. In the absence of additional supporting data and analysis, a Houston area estimate 80% – 85% of total construction impacts is not unreasonable.<sup>3</sup>

<i>Table 2</i> <b>Construction Impacts by Industry</b>		
Industry	Employment	Earnings
Extraction and Utilities	2%	3%
Construction	48%	46%
Manufacturing	7%	11%
Trade, Transport, Communications	14%	13%
Services	24%	22%
Other	5%	5%
<b>Total</b>	<b>100%</b>	<b>100%</b>



<sup>3</sup> Texas and national impacts multipliers reported by the NAIOP suggest that approximately Texas impacts of similar construction investments represent about 80% of the total impacts.

---

## Jobs Accommodated

Once in place, these new structures will house ongoing employees related to office, retail, and warehousing activity. Based on national averages from the NAIOP, square footage by building type were converted to jobs and earnings estimates.<sup>4</sup> Table 3 presents these estimates for locations north and south of 290, and in total. Upon completion of the build-out and once in full operation, the annual office, retail, and warehousing related activity on-site is estimated to be 16,288 FTE with associated total earnings of \$855 million, with 45% of total employment north of 290 and 55% south of 290.<sup>5</sup> Respending of 80% of this total payroll could further support roughly 300 FTE off-site jobs and \$330 million in income.

<i>Table 3</i>				
<b>Jobs Accommodated, North and South of 290</b>				
Building Type	Square Feet	Jobs (FTE)	Average Earnings	Total Payroll (\$M)
Office	411,600	2,166	\$69,520	\$150.6
Warehouse	3,704,400	4,518	\$40,819	\$184.4
Retail	292,941	617	\$33,062	\$20.4
North Summary	4,408,941	7,301	\$48,680	\$355.4
Office	1,054,674	5,551	\$69,520	\$385.9
Retail	1,632,267	3,436	\$33,062	\$113.6
South Summary	2,686,941	8,987	\$55,580	\$499.5
<b>Total</b>	<b>7,095,882</b>	<b>16,288</b>	<b>52,487</b>	<b>\$854.9</b>

## Operations and Maintenance

Lastly, NAIOP national data relating existing building operations costs to commercial real estate buildings provide the basis for estimating the economic contributions from operations. Total operations impact, including all spending and respending impact, is estimated to be 617 FTE jobs with associated earnings estimated at \$17.6 million. Although there are no available supporting data to provide precise estimates, the majority of these jobs can be expected to be nearby or on-site.

---

<sup>4</sup> The national square foot per jobs conversion factor for warehousing was modified to reflect local data based on [similar nearby facilities](https://www.bizjournals.com/houston/morning_call/2016/03/daikin-to-hire-more-than-expected-at-massive-new.html). See [https://www.bizjournals.com/houston/morning\\_call/2016/03/daikin-to-hire-more-than-expected-at-massive-new.html](https://www.bizjournals.com/houston/morning_call/2016/03/daikin-to-hire-more-than-expected-at-massive-new.html).

<sup>5</sup> This total excludes employment associated with residential construction and the staffing of the elementary school and daycare facility.





EconAlyze LLC

Randall Jackson, Owner  
199 Hickory Ridge Rd.  
Morgantown WV 26508  
<http://econalyze.com/>

# Randall W. Jackson



## Contacts:

Phone: 304-293-8734  
Randall.Jackson@mail.wvu.edu

## Awards and Recognitions

Southern Regional Science Association Fellow  
Benedum Distinguished Scholar Award, 2013  
President, Southern Regional Science Association, 2011  
Chair, North American Regional Science Association, 2007  
The 2007 David E. Boyce Award for Distinguished Service to the

## Present Appointments and Positions:

Director, Regional Research Institute, West Virginia University  
Professor, Geology & Geography Department, West Virginia University

## Adjunct Appointments:

Professor, Geography Department, The Ohio State University  
Professor, Economics Department, West Virginia University  
Professor, Division of Resource Management, West Virginia University  
Professor, Economics Department, University of Pittsburgh, 2003-2010

## Education:

Ph.D. (1983) Department of Geography,  
University of Illinois-Urbana  
M.S. (1980) Department of Geography,  
University of Illinois-Urbana  
B.S. (1976) Department of Geography,  
University of Utah

## Research Interests:

- Regional economic development
- Technological change
- Regional economic models
- Industry dynamics
- Interregional trade
- Econometric/input-output modeling
- Energy and environmental systems simulation

## Editorial Board

### Current:

- *International Regional Science Review*
- *Letters in Spatial and Resource Sciences*
- *Regional Statistics*

## Selected Publications:

**Jackson RW** and PV Schaeffer (Eds). *Regional Research Frontiers: Volumes 1 and 2*. Springer International Publishing AG 2017.

Sayago-Gomez JT, G Piras, **RW Jackson**, and D Lacombe. Impact Evaluation of Investments in the Appalachian Region: A Reappraisal, *International Regional Science Review*. DOI: 10.1177/0160017617713822.

Zhao X and **RW Jackson**. (2016) China's Inter-regional Trade of Virtual Water: A Multi-regional Input-Output Table Based Analysis. *Water Economics and Policy*. 2(2).

**Jackson RW**. (2015) Are Industry Clusters and Diversity Strange Bedfellows? *The Review of Regional Studies*. 45: 113-129.

Burnett W, **RW Jackson** and R Blobaum. (2015) The State of Play in Poland's Unconventional Shale and Oil Development. *Development Policy Review*. 33(4): 395-414

**Jackson RW**, Court CD and H Ghadimi. (2015) Linking Environment and Economic Frameworks to Model Technology Transitions. *Handbook of Research Methods and Applications in Environmental Studies*. Matthias Ruth (Ed). Edward Elgar Publishing. Chapter 13, pages 299-326.

West GR and **RW Jackson**. (2014) Simulating Impacts on Regional Economies: A Modelling Alternative, *Econometric Methods for Analyzing Economic Development*. Edited by PV Schaeffer and E Kouassi. IGI Global, Hershey PA. Chapter 9, pages 132-152.

Schaeffer PV, MS Kahsai and **RW Jackson**. (2013). Beyond the Urban-Rural Dichotomy. Essay in Honor of Professor A.M. Isserman. *International Regional Science Review*, 36(1): 81-96.

**Jackson, RW** (2011). Revisiting the Equity-Efficiency Tradeoff. *Regional Science Policy and Practice*. 3(4): 421-425.

**Jackson, RW** and **WR Schwarm** (2011). Accounting Foundations for Interregional Commodity-by-Industry Input-Output Models. *Letters in Spatial and Resource Sciences*. 4(3): 187-196.

Yu J and **RW Jackson** (2011). Regional Innovation Clusters: A Critical Review. *Growth and Change*, 42(2): 111-124.

Choi T, **RW Jackson**, NG Leigh, and CD Jensen (2011). A Baseline Input-Output Model with Environmental Accounts (IOEA) Applied to E-waste Recycling. *International Regional Science Review*, 34(1): 3-33.

Cheng S, R Stough and **RW Jackson** (2009). Measuring and Building High-quality Entrepreneurship. *Innovation: The European Journal of Social Science Research*, 22(3): 329-340.

Giarratani F, G Gruver and **RW Jackson** (2007). Clusters, Agglomeration, and Economic Development Potential: Empirical Evidence Based on the Advent of Slab Casting by U.S. Steel Minimills. *Econ Dev Qtrly*, 21(2): 148-164.

**Jackson RW**, **WR Schwarm**, Y Okuyama and S Islam (2006). A Method for Constructing Commodity by Industry Flow Matrices. *Annals of Regional Science*, 40(4): 909-920.

**Jackson RW** and AT Murray (2004). Alternate Input-Output Matrix Updating Formulations. *Economic Systems Research*, 16(2): 135-148.

**Jackson RW** and M Sonis (2001). On the Spatial Decomposition of Forecasts. *Geographical Analysis*, 33(1): 58-75.

Mikelbank BA and **RW Jackson** (2000). The Role of Space in Public Capital Research. *International Regional Science Review*, 23(3): 235-258.

Rey S and **RW Jackson** (1999). Interindustry Employment Demand and Labor Productivity in Regional Econometric+Input-Output Models. *Environment and Planning, A*, 31: 1583-1599.

Mikelbank BA and **RW Jackson** (1999). Equity vs. Efficiency: Public Capital Investment in Ohio, 1988-1992. *The Professional Geographer*, 51(2): 196-209.

**Jackson RW** (1998). Regionalizing National Commodity-by-Industry Accounts. *Economic Systems Research*, 10(3): 223-238.

**Jackson RW** (1994). Object-Oriented Modeling in Regional Science: An Advocacy View. 73(4): 347-367.

	Number of Awards	Own Funding	Award Totals
Federal/State Agencies	39	\$3,451,988	\$17,355,630
Private/ Foundations	20	\$602,440	\$670,780

## Funded Research Grants:

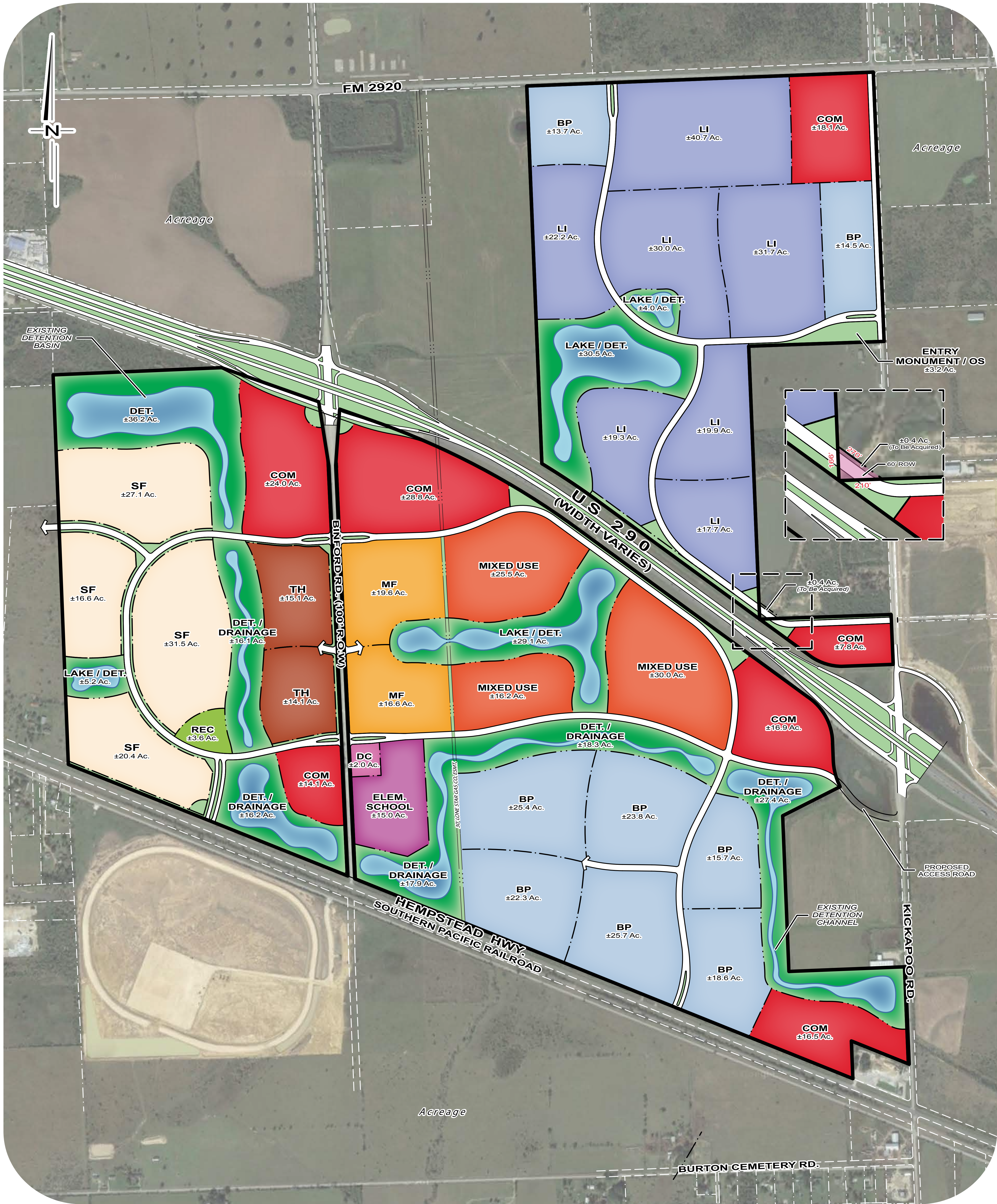
**Funding Agencies:** National Science Foundation, U.S. Department of Agriculture, U.S. Department of Energy, U.S. Department of State, U.S. Economic Development Administration, National Energy Technology Laboratory, Appalachian Regional Commission, WV Division of Energy, Ohio Department of Transportation, Illinois Department of Commerce and Community Affairs, Alfred P. Sloan Foundation, The Nature Conservancy, Chicago World Fair Authority, The Ohio State University, Northern Illinois University, Dominion Resources.

## Professional Memberships:

- Regional Science Association International
- International Input-Output Association
- Southern Regional Science Association
- Western Regional Science Association
- American Association of Geographers

# **EXHIBIT B**





LAND USE & ACREAGE ANALYSIS

LEGEND

RESIDENTIAL		±161.0 Ac.
SF	STANDARD SINGLE FAMILY	±95.6 Ac.
TH	TOWNHOMES	±29.2 Ac.
MF	MULTI FAMILY	±36.2 Ac.
NON-RESIDENTIAL		±556.1 Ac.
COM	COMMERCIAL	±126.2 Ac.
MU	MIXED USE	±71.7 Ac.
ES	ELEMENTARY SCHOOL	±15.0 Ac.
DC	DAY CARE	±2.0 Ac.
BP	BUSINESS PARK	±159.7 Ac.
LI	LIGHT INDUSTRIAL	±181.5 Ac.
PARKS / RECREATION / OPEN SPACE		±227.8 Ac.
PARK	REC. CENTER & PARKS	±3.6 Ac.
DRAINAGE	DRAINAGE / DETENTION	±200.9 Ac.
PIPELINES	PIPELINES	±2.3 Ac.
LANDSCAPE	LANDSCAPE/OPEN SPACE/AMENITY LAKE	±21.0 Ac.
CONSTRAINTS		±47.7 Ac.
COLLECTOR STREETS		±47.7 Ac.
PROJECT TOTAL		±992.6 Ac.

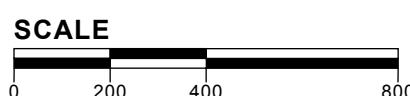
a conceptual development plan for  
**GEORGETOWN OAKS**  
± 992.6 ACRES OF LAND  
prepared for  
**ANDREWS KURTH**



— Land Planning Consultants —  
23501 Cinco Ranch Blvd., Suite A-250  
Katy, Texas 77494

7000 North Mopac, Suite 330 Austin, TX 78731 2595 Dallas Parkway, Suite 204 Frisco, TX 75034

Tel: 281-579-0340



SEPTEMBER 19, 2016  
KGA #1-170

THIS DRAWING IS A PICTORIAL REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS SUBJECT TO CHANGE. FURTHER, SAID DRAWING IS A SCANNED IMAGE ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. THIS DRAWING MAY OR MAY NOT INCORPORATE INFORMATION AND/OR DATA PROVIDED TO BGE | KERRY R. GILBERT & ASSOCIATES BY OTHER CONSULTANTS RELATIVE TO ENGINEERING AND DRAINAGE, FLOODPLAINS, AND ENVIRONMENTAL ISSUES AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSE. NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACTUAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

©2016 BGE | KERRY R. GILBERT & ASSOCIATES. ALL RIGHTS RESERVED

OPTION  
**F2**



# EXHIBIT C

**Linda Shannon**  
**Leon County District Court Coordinator**  
**87<sup>th</sup> & 369<sup>th</sup> Judicial Districts**  
**P.O. Box 39**  
**Centerville, TX 75833**

February 8, 2019

Dear Attorneys,

Please find enclosed a copy of the Judge's docket sheet with her ruling on Cause 16-0137CV, James Miles Vs Texas Central Railroad & Infrastructure, Inc., and Intervenor Integrated Texas Logistics, Inc. There are two separate entries noted on the docket on February 7, 2019, by Judge Evans. In the event your copy of the Judge's docket sheet is not legible, her docket reflects the following:

1<sup>st</sup> entry—Considered Motions for Summary Judgment (Plaintiff and Defendant's). Review of entire file, applicable law, Motions and responses. Defendant Texas Central Railroad & Infrastructure Inc., (TCRI) and Intervenor Integrated Texas Logistics, Inc., Motion for Partial Summary Judgment is Denied, so Ordered-Judge Deborah Oakes Evans.

2<sup>nd</sup> entry—Considered Defendant Texas Central Railroad & Infrastructure, Inc. and Intervenor Integrated Texas Logistics, Inc., Motion to Strike certain Summary Judgment evidence of Plaintiff, Plaintiff's exhibits I, P, T, U, V & W. Objections are sustained, and exhibits stricken. Defendants' counsel to prepare Order on exhibits. After ruling on the attached exhibits, Court grants Plaintiff's Summary Judgment finding Texas Central Railroad and Integrated Texas Logistics, Inc. are not a railroad or interurban electric railway company, Plaintiff's Motion for Summary Judgment is Granted, so Ordered-Judge Deborah Oakes Evans.

If you need anything else, please do not hesitate to call me.

Thank you,

*Linda Shannon*

Leon County District Court Coordinator  
87<sup>th</sup> & 369<sup>th</sup> Judicial Districts

cc:

Blake Beckham

[blake@beckham-group.com](mailto:blake@beckham-group.com)

Patrick McShan

[patrick@backham-group.com](mailto:patrick@backham-group.com)

Monte James

[mjames@jw.com](mailto:mjames@jw.com)

Robert Neblett

[rneblett@jw.com](mailto:rneblett@jw.com)

# EXHIBIT D



# UNION PACIFIC IN TEXAS



BUILDING AMERICA®

## 2018 FAST FACTS

Miles of Track .....	6,298
Annual Payroll.....	\$652.6 million
In-State Purchases .....	\$2.2 billion
Capital Investment .....	\$777 million
Community Giving .....	\$1.6 million
Employees .....	7,475
U.S. Jobs Supported* .....	67,275

\*Each American freight rail job supports 9 jobs elsewhere in the U.S. economy. (Association of American Railroads)



## RAIL CARS ORIGINATED IN TEXAS

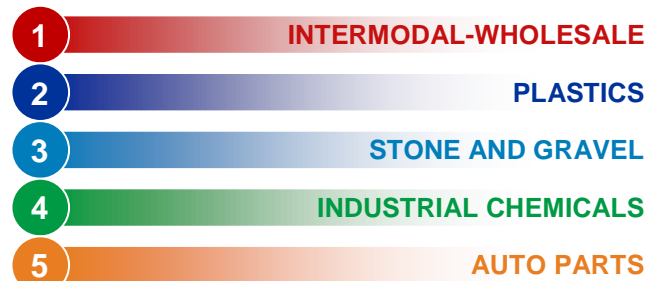
2014.....	1,214,180
2015.....	1,207,739
2016.....	1,161,107
2017.....	1,111,532
2018.....	1,226,592

## RAIL CARS TERMINATED IN TEXAS

2014.....	1,175,305
2015.....	1,013,815
2016.....	944,032
2017.....	998,091
2018.....	1,063,851

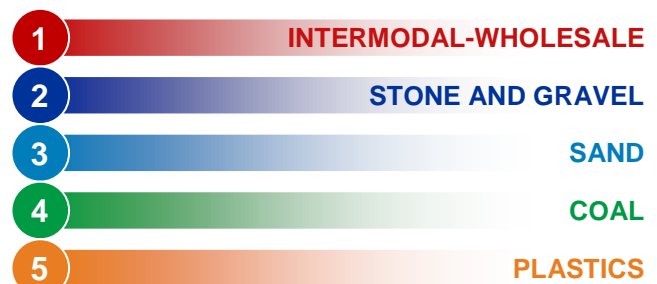
## TOP FIVE COMMODITIES SHIPPED

2018 BY VOLUME



## TOP FIVE COMMODITIES RECEIVED

2018 BY VOLUME



## DRIVING TEXAS GROWTH

With 6,298 track miles, Union Pacific trains crisscross Texas serving customers that drive economic development. From the oil fields in West Texas, to the refineries in the southeast, wind farms in the panhandle, border crossings in the south, and retail warehousing locations statewide, Union Pacific delivers the raw materials and finished goods keeping the Lonestar State growing.

Union Pacific plays a vital role in a number of Texas industries and invests significant private capital in improving safety, efficiency and growth opportunities. From 2014-2018, Union Pacific invested more than \$3.8 billion to harden existing infrastructure and complete projects designed to keep Texas industries thriving. These projects include expansions at state-of-the-art intermodal facilities in San Antonio, Houston and the Dallas/Fort Worth Metroplex; improvements to automotive operations in Dallas, Mesquite and Laredo; a new rail car servicing facility in Spofford; and 14 miles of double track in and out of the Houston metro area.

# UNION PACIFIC IN TEXAS

Union Pacific began construction in 2018 on Brazos Yard in Robertson County. At \$550 million, this facility represents the largest single capital investment in the company's 155-year history. When complete, its 1,300-car per day capacity will make it one of the state's largest yards.

## INNOVATIVE SOLUTIONS

Union Pacific's rails are technological runways enhanced with GPS, specialized sensors and, in some areas, Positive Train Control (PTC). PTC is an advanced system designed to automatically stop a train before certain incidents occur, such as train-to-train collisions and derailments caused by excessive speed or movement through misaligned track switches. PTC is installed on 100 percent of required Union Pacific rail lines; implementation efforts continue to ensure interoperability with other freight and passenger railroads operating on our tracks by 2020.

Union Pacific develops innovative services for its Texas customers. Union Pacific developed its Dallas-to-Dock service, an export solution for transporting plastic pellets by rail from the Gulf region to Dallas and on to ocean ports worldwide. Union Pacific also serves Prime Pointe, a 3,000-acre premier logistics center and convenient new hub for food and beverage shipments in greater Dallas.

Union Pacific's extensive network helps Texas act as an international gateway. Union Pacific trains securely interchange with Mexican railroads at locations in Brownsville, Laredo, Eagle Pass and El Paso along the state's southern border. Customers at Texas gulf coast ports rely on Union Pacific as they import international goods, and export Texas and other American-made products.

## SERVING MORE THAN JUST CUSTOMERS

The benefits of Union Pacific's world-class franchise extend beyond its customers. Freight trains generate a carbon footprint that is an average of 75 percent less than trucks. One train can take several hundred trucks off Texas's already congested highways.

Union Pacific proudly supports Texas nonprofit organizations through its Community Ties Giving Program. In 2018, Union Pacific donated about \$1.6 million to Texas charitable organizations, including Navasota Theatre Alliance, Playgrand Adventures and El Paso Zoological Society. Grants are awarded to programs meeting one of Union Pacific's philanthropic objectives: helping communities prevent and prepare for accidents and

emergencies; fostering skills development for family-supporting jobs; and creating vibrant community spaces.

## AMERICA'S PREMIER RAILROAD

One of America's most recognized companies, Union Pacific Railroad (NYSE: UNP) connects 23 states in the western two-thirds of the country by rail, providing a critical link in the global supply chain. From 2009-2018, Union Pacific invested approximately \$34 billion in its network and operations to support America's transportation infrastructure. The railroad's diversified business mix includes Agricultural Products, Energy, and Industrial and Premium business groups. Union Pacific serves many of the fastest-growing U.S. population centers, operates from all major West Coast and Gulf Coast ports to eastern gateways, connects with Canada's rail systems and is the only railroad serving all six major Mexico gateways. Union Pacific provides value to its roughly 10,000 customers by delivering products in a safe, reliable, fuel-efficient and environmentally responsible manner.

## CONTACT US

24-Hour Emergency Hotline – Response Management:  
(888) 877-7267

Corporate Headquarters:  
(402) 544-5000 or (888) 870-8777

Community Contacts:  
[www.up.com/aboutup/community/community\\_contacts](http://www.up.com/aboutup/community/community_contacts)

Media Contacts:  
[www.up.com/media/contacts](http://www.up.com/media/contacts)

# EXHIBIT E



**BUILDING AMERICA®**

### **Testimony on HB 1986**

Chairman Raney, Representative Leman, Committee members:

Thank you for the opportunity to testify on House Bill 1986. My name is Brenda Mainwaring. I'm the Assistant Vice President of Public Affairs for Union Pacific Railroad.

HB 1986 relates to the compatibility of railroad operations. I am here to provide some technical perspective on that point.

The proposed high speed passenger rail between Houston and Dallas is not merely incompatible with freight rail. It may substantially interfere with Union Pacific's ability to serve the freight transportation needs of Texas. These are concerns that we raised with Texas Central more than four years ago, but they have not been addressed.

Union Pacific is the largest freight railroad in Texas. Annually, we transport millions of tons of goods for Texas companies and consumers. We are committed to serving the citizens of Texas and supporting the Texas economy, now and in the future. The Texas Central proposal could prevent us from serving the freight needs of Texas.

Of greatest concern to Union Pacific, and a potentially fatal flaw to the proposed route, is the inherent electromagnetic interference between the low voltage current used by freight railroads and the high voltage current required for TCR's operation. Freight railroad signaling and traffic control systems – the systems that drive basic operating and safety functions, like gates at railroad crossings - depend on the absolute integrity of low voltage current that flows through our tracks.

Texas Central proposes to operate a high-voltage system in the twenty-or-so feet between the edge of Union Pacific's right-of-way and Houston's Hempstead Highway. This close proximity along more than twenty miles of existing freight operations creates a high risk of electromagnetic interference. TCR has not shown any progress toward addressing this fatal flaw. It must be addressed before any construction begins.

We also are concerned about public safety. In addition to the electromagnetic interference that could affect gates and lights at crossings, TCR proposes to build massive structures in the very limited space between Union Pacific and Hempstead Highway. Our engineers and safety experts fear that these structures will reduce motorists' ability to see and react to oncoming trains along the entire Hempstead Highway corridor.

Unfortunately, Texas Central's project could eliminate the preferred safety solution, which is grade separation of road and rail traffic. Roadway authorities use grade separations to enhance safety and to alleviate traffic delays that result from economic and demographic growth. TCR's proposed rail line could preclude the separation of road and railroad, even on the routes that Houston has identified as future

thoroughfares that will be needed to serve growing neighborhoods. This will be the case from the Beltway to the Grand Parkway along the Hempstead/290 corridor.

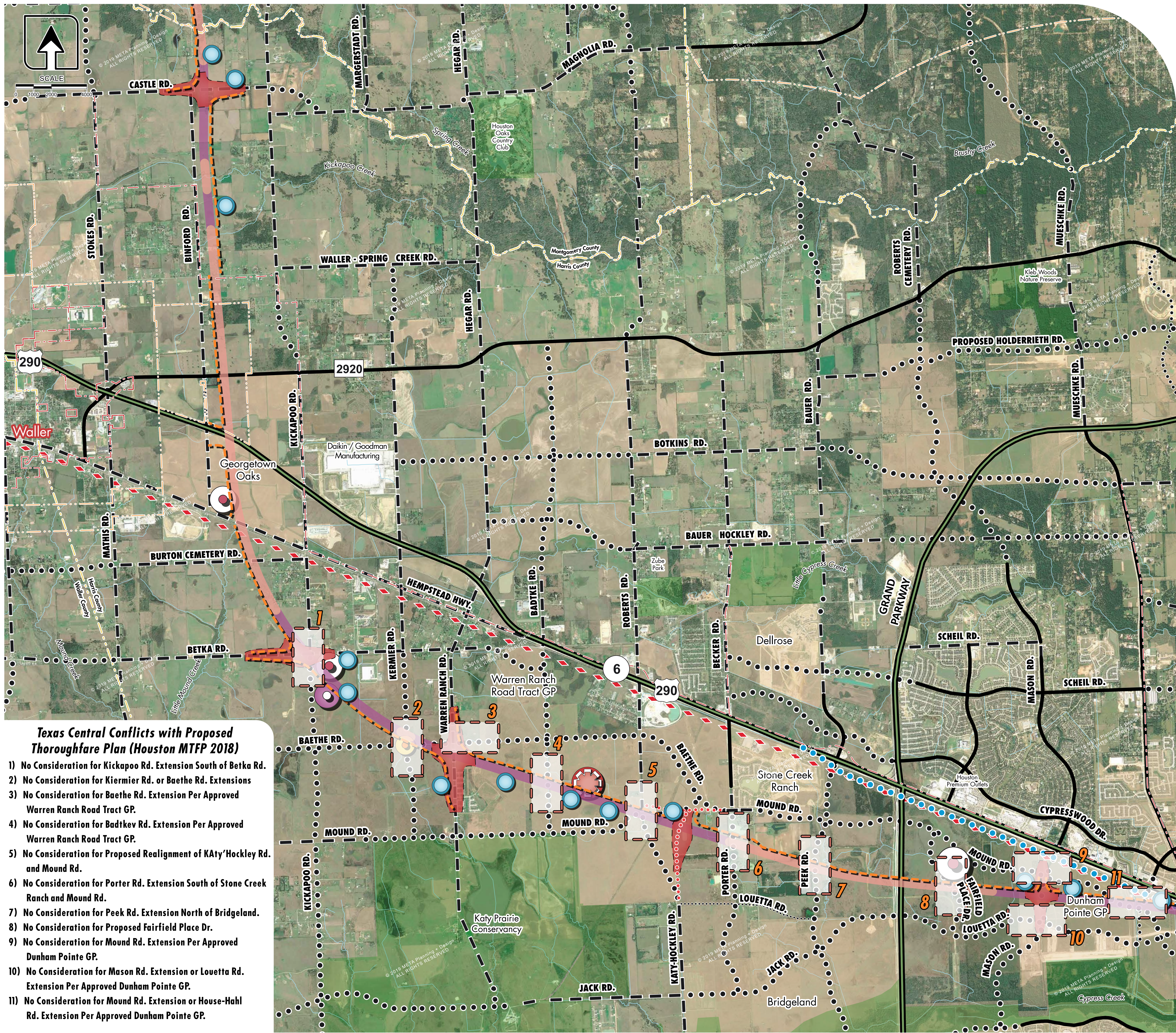
Finally, the proposed route would prevent rail service to future businesses because it would create a permanent obstacle that prohibits the freight railroad from reaching future industry. The area west of Houston is seeing tremendous growth in warehousing and industry. Those types of businesses frequently require rail transportation as an alternative option to trucks. TCR's failure to address future development in this area will be an impediment to economic growth, and will increase truck congestion in the region.

I want to be clear. It may be possible that all of these concerns can be addressed. But four years after raising our concerns with Texas Central, we still have seen little attempt at resolution. The proposal as it exists today is incompatible with freight rail operations. We are left with no option but to object to the project.

Thank you for your time.

# **EXHIBIT F**





### Texas Central Conflicts with Proposed Thoroughfare Plan (Houston MTFP 2018)

- 1) No Consideration for Kickerdoo Rd. Extension South of Betka Rd.
- 2) No Consideration for Kiermier Rd. or Baethe Rd. Extensions
- 3) No Consideration for Baethe Rd. Extension Per Approved Warren Ranch Road Tract GP.
- 4) No Consideration for Badtke Rd. Extension Per Approved Warren Ranch Road Tract GP.
- 5) No Consideration for Proposed Realignment of Katy-Hockley Rd. and Mound Rd.
- 6) No Consideration for Porter Rd. Extension South of Stone Creek Ranch and Mound Rd.
- 7) No Consideration for Peek Rd. Extension North of Bridgeland.
- 8) No Consideration for Proposed Fairfield Place Dr.
- 9) No Consideration for Mound Rd. Extension Per Approved Dunham Pointe GP.
- 10) No Consideration for Mason Rd. Extension or Louetta Rd. Extension Per Approved Dunham Pointe GP.
- 11) No Consideration for Mound Rd. Extension or House-Hahl Rd. Extension Per Approved Dunham Pointe GP.

**META**  
PLANNING + DESIGN  
— Land Planning Consultants —  
24275 Katy Freeway, Suite 200  
Katy, Texas 77494  
Tel: 281-810-1422

## TEXAS CENTRAL RAIL AREA IMPACT MAP

THIS DRAWING IS A PICTORIAL REPRESENTATION FOR PRESENTATION PURPOSES ONLY AND IS SUBJECT TO CHANGE. FURTHER, SAID DRAWING IS A SCANNED IMAGE ONLY AND IS NOT FOR COMPUTATION OR CONSTRUCTION PURPOSES. THIS DRAWING MAY OR MAY NOT INCORPORATE INFORMATION AND/OR DATA PROVIDED TO META PLANNING + DESIGN BY OTHER CONSULTANTS RELATIVE TO ENGINEERING AND DRAINAGE, FLOOD PLAINS AND ENVIRONMENTAL ISSUES AND SHOULD NOT BE RELIED UPON FOR ANY PURPOSE. NO WARRANTIES, EXPRESS OR IMPLIED, CONCERNING THE ACTUAL DESIGN, LOCATION, AND CHARACTER OF THE FACILITIES SHOWN ON THIS MAP ARE INTENDED. ADDITIONALLY, NO WARRANTY IS MADE TO THE ACCURACY OF THE INFORMATION CONTAINED HEREIN.

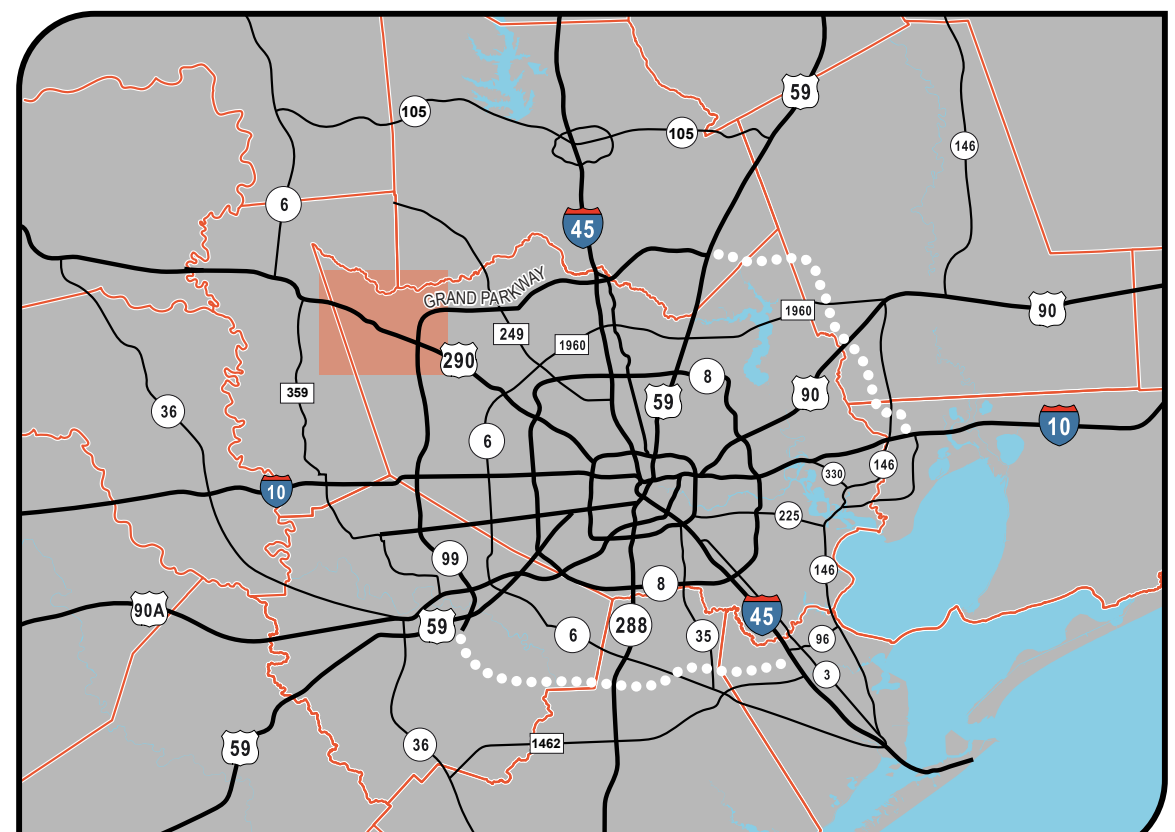
THIS IS A COPYRIGHTED DOCUMENT. COPYRIGHTED INFORMATION WITHIN THIS DOCUMENT MAY NOT BE REPRODUCED OR PHOTOCOPIED IN ANY MANNER, EXCEPT AS AUTHORIZED IN WRITING BY META PLANNING + DESIGN

© 2019 META PLANNING + DESIGN. ALL RIGHTS RESERVED

- Jurisdictional Boundaries**
- County Line
  - City Limits
  - ETJ Limits
- Landmarks**
- Parks
  - Airport
  - Golf Course
  - Hospital
- TCR Structure**
- Proposed Viaduct
  - Proposed Embankment

- Major Thoroughfare System**
- Freeway
  - Existing Thoroughfare
  - Existing Thoroughfare - To be Widened
  - Proposed Thoroughfare
  - Existing Railroad
  - Proposed Hempstead Hwy
  - Proposed Thoroughfare (Per TCR Const. Dwgs.)

- TCR Symbolology**
- Train Maintenance Facility Site (Two Potential Sites Under Study)
  - Support System / Utility Location
  - Temporary Construction Yard
  - Proposed TCR Access Road
  - Existing Roadway - Elevated Crossing (Roadway over High Speed Rail)
  - Existing Roadway - To be Removed
  - Proposed Detention Basin
  - Thoroughfare Conflict - Houston MTFP





# EXHIBIT G



## Texas Central Railway Selects Two Possible Dallas Station Locations

- Sites include access to Dallas Central Business District and South Side
- Confirms related agreement with Matthews Southwest to serve as site developer in Dallas
- Station alignment allows for future connectivity to Arlington and Fort Worth

Dallas – February 6, 2015 – [Texas Central Railway](#) (TCR) today announced that it has selected two locations as potential candidate sites for the Dallas high-speed rail station. As part of the federally mandated National Environmental Protection Act (NEPA) process, TCR identified seven areas as possible station locations in Dallas. Today's announcement highlights two of the seven sites as TCR's preferred locations.

One candidate terminal site is currently undeveloped land located in the South Side on Lamar area and includes the 10 to 20 acres of land TCR estimates is needed for the terminal station, parking and space for future transit oriented development. The second candidate site would extend over Interstate 30 and includes a portion of the first candidate site as well as property next to the Dallas Convention Center.

TCR also confirmed that Texas Central Partners (TCP), an independent development company that will be responsible for the high-speed rail system's design, finance, construction, operation and maintenance, has reached an agreement with [Matthews Southwest](#) to serve as the development partner of the Dallas high-speed rail station and surrounding areas for transit oriented development. Matthews Southwest, led by Dallas area real estate developer Jack Matthews, is an award winning, full-service, private real-estate development company that has two decades of experience building various projects.

The location of either of the candidate Dallas high-speed rail stations will allow for future connectivity with the separate, public high-speed rail project currently under active consideration that would connect Dallas, Arlington and Fort Worth.

TCR has not yet announced a preferred station location in Houston. The project's NEPA process is still underway, and a variety of station locations are still under consideration, including an intermediate station serving Bryan/College Station and Huntsville.

### Quotes

"After assessing no less than seven sites, running from Union Station at the north to I-45 at the South, and using criteria of connectivity, accessibility, visibility, cost, customer service, ease of parking and future economic development surrounding the station, we have determined that these two locations are best suited for our priority consideration. As we have seen in other cities around the world, the high-speed rail stations will become the focal point of development that provides connectivity to other forms of transportation. Either of these locations will allow for a high-speed rail station location and design that will become iconic to the Dallas skyline. TCR expects the final station



location selection process will require several weeks to complete based on close coordination with all parties involved in the NEPA process. We appreciate all the help we have received to date, and we will continue to rely on input from the community and coordinate closely with other interested stakeholders.”

-- Richard Lawless, Chairman and CEO of TCR

“High-speed rail has proven to be transformational wherever it is deployed. These two candidate Dallas station locations will serve as a tremendous catalyst for growth in Dallas, specifically South Dallas, while also serving as a building block for high-speed rail connectivity into Arlington and Fort Worth. The selection of a final station location will be a first step towards the creation of a safe and efficient system that will connect generations of Texans who live and work in the state’s largest and most vibrant metropolitan areas.”

-- Jack Matthews, President of Matthews Southwest

“Jack Matthews has already made his mark on Dallas. From the revitalization of the Cedars area to the Omni Hotel and beyond, Jack’s vision for Dallas is incredible. Either of these two potential station locations are ideally suited for Texas Central’s high-speed rail station in Dallas. The project’s partnership with Matthews Southwest ensures that we will be able to turn this vision into a reality. We are thrilled that the project now has such a highly-regarded partner in Dallas.”

-- Judge Robert Eckels, President of TCR

“I am excited about high-speed rail moving ahead. Both options have the possibility of serving as catalysts for tremendous growth in the City, and I am extremely interested in seeing a deck over Interstate 30, bridging these two vibrant areas of our city and further enhancing what could be an iconic addition to the City of Dallas.”

-- Mike Rawlings, Mayor of Dallas

“Since my time as mayor of Dallas, I have seen a real resurgence in downtown Dallas and in South Dallas. Either of these two station locations would complement and accelerate the growth in these areas, connecting Dallas residents not just to Houston, but also to other parts of their city that previously seemed far away or cut off from one another. The high-speed rail system will transform the state, and either of these station locations will be truly transformational for the city. It’s a great and exciting time to live in Dallas, as we approach a time when many of our vibrant areas – Victory Park, Uptown, Deep Ellum, Cedars, Southside on Lamar, and the Trinity Groves area – are all accessible by vehicles, sidewalks and transit.”

-- Ambassador Ron Kirk, former Mayor of Dallas and Senior Advisor to TCR

"This is a big day for all of us who want to bring high-speed rail to North Texas. Either of these locations will stimulate the revitalization of downtown Dallas and allow for the future expansion of a line to Fort Worth and Arlington. Both of those things were important to us in finding a location site, and I think we have achieved that today."

-- Ambassador Tom Schieffer, Senior Advisor to TCR



"Locating the high speed rail station in Downtown Dallas provides the greatest flexibility for travelers since they will have access to all of DART's bus and light rail network and the Trinity Railway Express commuter rail connecting to Ft. Worth. Just as it has in cities across the world, this convergence of transit choices in the city center should help attract development and create even more activity in downtown."

-- Gary Thomas, President/Executive Director of Dallas Area Rapid Transit

### **About TCR**

[Texas Central High-Speed Railway](#) (TCR) is a private, Texas-based company, promoting the development of high-speed passenger rail between Houston and Dallas. The deployment of the same safe, efficient, comfortable and fast high-speed rail technology that boasts the world's safest record after more than 50 years of flawless operation in Japan will transform the way business travelers and families alike move between the state's largest metropolitan areas. Formed in 2010, a primary purpose of TCR is to secure environmental and technological regulatory approvals required to advance subsequent phases of the project.

### **About TCP**

Texas Central Partners (TCP) is a private, Texas-based company that will develop the high-speed passenger railway and associated facilities. TCP and its affiliated entities will be responsible for the system's design, finance, construction, operation and maintenance. The proposed project will not request or require grants or operational subsidies backed by taxpayers for its eventual construction and operation.

### **About Matthews Southwest**

[Matthews Southwest](#) (MSW) is a full-service private real-estate development company headquartered in Lewisville, Texas, with additional offices in Dallas, Texas; Calgary, Alberta; and Mississauga, Ontario. Since 1988, MSW has acquired, built and managed the development of hotel, office, mixed use, retail, residential, and industrial developments. MSW has development projects in the United States, Canada and Mexico. From conception to completion, MSW brings together financial resources and experienced management to form profitable relationships focused on creating projects of lasting excellence and enduring benefit.

# EXHIBIT H

# Developer Says Bullet-Train Project Will 'Change the Way People Think About the Center of Dallas'

**Jack Matthews foresees a mix of office, hotel, residential, and retail space on his Cedars acreage around the Dallas terminus.**

BY GLENN HUNTER | PUBLISHED IN COMMERCIAL REAL ESTATE | APRIL 26, 2017 | 1:49 PM

SMS



One reason supporters like the proposed, 90-minute bullet train

between Dallas and Houston is its potential to jump-start new real estate development. Indeed, The Real Estate Council in Dallas, which endorsed the high-speed rail project in January, said the \$12 billion venture would be a “catalyst for a growing and robust” real estate market, and would attract new businesses and residents. “We feel pretty positive about it,” says Linda McMahon, TREC’s president and CEO.

As currently envisioned, the project’s Dallas terminus would be located in the Cedars district, south of Interstate 30, on 60 acres owned for five years or so by developer Jack Matthews, president of Matthews Southwest. Matthews—who’s also an investor in, and a board member for, the privately financed bullet-train project—says the station’s acreage lies between Lamar Street and Riverfront Boulevard, just south of the Kay Bailey Hutchison Convention Center.

There, he says, the plan is to “build the newest part of downtown” Dallas around the train station with a blend of office, residential, hotel, and retail space. Preliminary design work on the rail station has already begun, Matthews says, and design for the commercial real estate projects will follow as deals come together.

“Say a hotel wants to go in,” he says. “Some hotels might want us to build and develop the property. Or, we might sell the land to them, or do a joint venture. We’ve piqued the imagination of a lot of different people wanting to be involved.”

“We’re at the very beginning, but [there’s apt to be] a mix of everything, including a full mix of apartments, high rises, condos—to own, as well as to rent,” Matthews goes on. “Walk-ability will be

important, too. ... We think [the development] will change the way people think about the center of Dallas.”

As for critics who contend the bullet-train project is mainly a “commercial real estate venture” being pushed by private real estate speculators looking to make money, Matthews says, “I hope they do, because I’m one of them! I hope they’re right about that.”



# LINK HOUSTON

April 30, 2019

Mr. Alan Clark  
Director of Transportation Planning  
Houston-Galveston Area Council  
P.O. Box 22777, Houston, Texas 77227  
*Submitted by email to publiccomments@h-gac.com*

## BOARD OF DIRECTORS

Richard Petty  
Chair

Bill Fulton  
Vice Chair

Berenice Yu  
Treasurer

Elizabeth Love  
Secretary

Dr. Denae King

Janis Scott

Michael Skelly

Amanda Timm

Adrienne Mangual

James Llamas

Jonathan Horowitz

Oni K. Blair

## **RE: Draft 2045 REGIONAL TRANSPORTATION PLAN, April 2019**

Dear Mr. Clark,

The following are LINK Houston's comments regarding Houston-Galveston Area Council's (H-GAC) draft of the 2045 Regional Transportation Plan (RTP) and Air Quality Conformity Documents. LINK Houston advocates for a robust and equitable transportation network so that all people can reach opportunity. The paradigm by which our region provides mobility in the near and long-term future will have a profound impact on community quality-of-life and influence people's ability and choice to affordably and safely access the rich opportunities our region offers by walking, biking, rolling, and riding public transit (e.g., bus, rail, vanpool, paratransit).

LINK Houston proffers concise comments regarding several elements of the draft RTP and appendices. We have organized our comments following the organization of the plan to assist H-GAC in incorporating our comments into the final plan.

### **Ch 1. Introduction**

No specific discussion or comments.

### **Ch 2. Vision, Goal, Strategies, and Performance Measures**

The vision and goals are acceptable. The strategies [manage, maintain, expand] are an adequate framework for categorizing projects. We are pleased that the safety goal's performance measures include reducing motor vehicle crashes involving people walking and biking.

1. Table 2-7 Major Added Capacity Improvements could leave the reader with a misunderstanding about how the regional plan expands transportation options. Meaning, the present tables note three highway projects costing less than \$1bn and lists three items costing more than \$1bn line for non-highway investments in local thoroughfares, transit, and walk/bike infrastructure. We strongly support the investments in local streets, transit, and walk/bike/roll. However, the paragraph following the table, at the top of page 2-10, lists several major highway and tollway projects that will also be constructed and that are not listed in Table 2-7. We suggest including several of the larger highway/tollway projects in Table 2-7 to more accurately reflect how the regional policy council is planning to expend resources to expand roadways as well. Having a complete picture of how investments are proposed to be made in the future will help the public and decision-makers to collaborate. This information may be further in the plan, but many people will primarily see only the higher-level summary.



### Ch 3. Existing Infrastructure, Challenges and Issues

While H-GAC may not have considered LINK Houston a formal member of the High Capacity Transit Task Force (we did not exist when it was formed), we actively participated in the effort from our earliest days as an organization. H-GAC staff, specifically Thomas Gray, did an admirable job. Staff showed a willingness to temper model inputs and outputs per task force direction and based on community identified needs. This was best exemplified in how the transit Priority Network map was iterated to include more services on the east side of Houston and the eight-county region. We appreciate that the Priority Network map is included in several sections of the plan body and has its own appendix.

2. The challenges listed under active transportation, page 3-13, could include a statement about improving universal accessibility to enable people with a disability to access existing and new sidewalks to get places safely. Several cities and Houston METRO are working to improve accessibility as a recognized challenge due to historical development standards, aging infrastructure, and our aging population.
3. The Houston region's three 500-year rain events in as many years have revealed our extensive vulnerability, not to mention areas that routinely flood due to historical issues with infrastructure and water flow (e.g., Independence Heights in Houston). We strongly support H-GAC's continuing to investigate how to proactively exceed federal minimum requirements when it comes to flood resilience. City of Houston and Harris County have taken a lead by requiring new development to be 2' above 500-year event levels. H-GAC can conduct analysis and foster dialogue about mitigating our vulnerabilities regionally.
4. The performance target numbers for safety, page 3-29, point to Appendix P FAST Act Compliance and not Appendix E Regional Safety Plan. There should be more discussion about the regional safety plan's role in regard to the RTP and how the federally required performance measures differ from our local region's aspirations, as Allan Clark aptly described in several H-GAC settings. We suggest H-GAC also incorporate some brief overview of how the region is doing in regard to safety (the "why" for safety).
5. Our last suggestion is to edit Table 3-4 to explain what the rate of fatalities/injuries is based on, population(?) or vehicles miles traveled(?).

### Ch 4. Regional Growth

The region's population will continue to grow, but where and how people will travel is a chicken and egg situation. Suburban development is exceptionally expensive to provide transportation access and results in very levels of single occupant vehicles trips. Does suburban development occur first and then transportation infrastructure is pressured to "catch-up?" Or, do transportation planners presume massive suburban outward expansion and therefore plan expensive large-scale highway and tollway projects to accommodate said growth? The truth is not entirely one or the other. It is likely that the suburban land development would slow/diminish if it were known transportation investment would not follow and would come at immense public expense.

The alternative is for transportation planners to proactively design multi-modal networks with nodes that have gravity to naturally incentivize more concentrated land development conducive to multi-modal travel en-masse – transit-oriented development on regional and local scales served by high capacity transit, local transit networks, and complemented by 24/7 high-occupancy vehicle network for vanpools and carpools. We do not need more general-purpose main lanes. The economy and development patterns would naturally adjust. The economic pain from this paradigm shift would be felt primarily by land developers with long-term bets on suburban sprawl wealth facilitated by public expenditure on highways for solo drivers.

This discussion is related to congestion, which is not to be hated. Freight and commercial traffic must have a way to reliably move goods and support jobs – yes – but the best way to achieve that is not solely through expanded highways. Personal travelers experiencing congestion while driving alone during peak periods is desirable because they are part of the problem. Congestion is a naturally occurring "cost" for urban areas and not entirely undesirable. The principles of latent demand and induced demand guarantee that we cannot build our way out of congestion, ever, in any scenario, likely on any corridor (IH-10 Katy Freeway was massively expanded to solve congestion and is more congested than IH-45 North, see Table 3-1). Congestion is motivation to diversify the mobility system.



Congestion is motivation to allow land use changes to occur, which can include a variety of tools by public stakeholders to preserve/promote affordable housing near education and job opportunities.

These are longer-term paradigm points that perhaps H-GAC cannot address in editing the draft RTP. We understand. We provide them for general awareness and as sound observations about how regional transportation planning occurs in a complex policy and economic environment. We support accommodating the growth documented in Chapter 4 Regional Growth but assert that different policy decisions can be made to more proactively influence where people live and how they travel in the greater Houston region.

6. H-GAC should add a figure 4-16 with a map of peak congestion with the HCT Vision Network OR (if that is not feasible) a map of peak congestion with the HCT Priority Network and roadway capacity improvements. This will ensure the HCT's work and the Priority Network are addressed in the regional growth chapter. Additional dialogue to discuss the HCT and the additional figure should be added. High capacity transit investments are key to sustainably managing growth and should be a highlight of Chapter 4's conclusion.

## **Ch 5. Recommendations and Fiscal Constraint**

No specific discussion or comments.

## **Ch 6. Transportation Conformity (Air Quality)**

LINK Houston defers to other stakeholders with expertise in air quality conformity for detailed comments.

7. Clean air is critical to health, especially for children and older adults. We suggest that the front matter for Chapter 6 incorporate some brief discussion about how conformity is about regional air quality compliance and does not guarantee local air quality in particular locations or communities. Why? The practice for modeling conformity is important but does not evaluate localized impacts of even major transportation projects. For example, the North Houston Highway Improvement Project draft EIS found the proposed project was conforming – at a regional level – but did not provide any detailed information about localized air conditions long-term in proximity to the project. We have shared this concern with the Texas Department of Transportation as an actively engaged stakeholder. We mention it here only as an example. H-GAC should incorporate a paragraph to explain that conformity of particular projects does not preclude positive and negative air quality changes in communities in proximity to major transportation projects.

## **Ch 7. Public Involvement**

H-GAC conducted an adequate amount of public outreach throughout the planning process, most especially during the early stages of planning to solicit public opinion.

8. Figure 7-1 does not have the percentage for sidewalks/pedestrian infrastructure. Figure 7-1 lists commuter options twice, once with 7% and the other with 9%. Please check this figure to ensure the top ten priorities are correctly reflected.

## **Appendix H. Draft Regional Active Transportation Plan**

LINK Houston was not a formal member of Pedestrian/Bicyclist Subcommittee during the development of the Regional Active Transportation plan. (We did not exist when the working group formed.) We were active participants in the process these past months and now do sit on the subcommittee. We support the plan as drafted. H-GAC staff and the working group did an admirable job analyzing where need exists in the region and establishing a framework by which to prioritize, or spur, investment.

## **Appendix I. Environmental Justice**

This is an exhaustive and well-constructed report looking at the region with a Title IV environmental justice lens.



9. H-GAC should incorporate portions of this appendix into Chapter 3 Existing Conditions and Chapter 4 Regional Growth. The added material can explain what environmental justice is and why it matters. In addition, we recommend that H-GAC summarize findings about the pattern of transportation investment choices (distributional equity), considerations of system performance and equity, accessibility to vital services, and safety. Noting potential challenges in Chapter 3 Existing Conditions discussion of environmental justice could include this quote from page ES 8, *“Transportation projects in the inner-city that significantly expand the existing right-of-way will inevitably result in disproportionately high and adverse impacts on the protected population. Displacing the underserved population from accessible locations and their removal to less accessible localities may introduce fresh hardships and severely impact the quality of life of the affected citizens.”*

## Appendix J. Resiliency

This appendix was generated in fall 2017 in a timely fashion post Hurricane Harvey. That is to be applauded.

10. A revised version could be created in the future to incorporate additional information now available, such as from the Greater Houston Flood Mitigation Consortium. Also, a revised document could address an aspect of resilience not discussed previously. The present document focuses on the ability to access transportation arteries (primarily highways) during flood events, a prime concern for evacuation, emergency response, and recovery activities. The missing discussion is to identify where existing transportation infrastructure is already adversely impacting communities, such as by undersized water conveyance structures resulting in community flooding. Transportation provides access to communities but can also be part of the problem itself. The Houston region needs to move beyond concern about historical liability and focus on collaborative solutions to existing issues and proactive policy solutions for future infrastructure and communities. Anytime an agency touches a facility to reconstruct or significantly alter infrastructure they must concurrently correct existing issues – most especially with flooding.

## Appendix L. Intercity Buses (Locations, Service Summary)

11. This appendix could use a substantial update in the future. There is some interesting information about the Charles Wilson VA Shuttle operated by Brazos Transit District. However, overall there is insufficient information about who operates intercity bus in the region and the present and possible role of such services. The region receives significant services by Greyhound, Vonlane, Megabus, and a variety of Spanish-speaking focused providers. Several of the intercity bus routes by Greyhound and Vonlane are commuter focused and may replace trips otherwise made by a single occupant driver.

## Appendix M. Enhance Travel and Tourism

12. This appendix could also use a substantial update in the future. Figure 1 is of poor quality and does not note many important travel and tourism destinations important for out-of-region and local tourism. A more effective discussion would highlight how multi-modal transportation networks, especially in the future with walk/bike and transit investments, can improve access to tourist activity centers and remove the need to make the trip using a personal or rented vehicle. This is especially important as Houston seeks to host events attracting international visitors. It is also important for this section to note that many of the jobs supported by tourism are low to moderate wage jobs filled by persons in our region who need safe, affordable access to the job site during non-traditional work hours (often early morning, mid-day, or late evenings) and seven days a week.

## Conclusion

LINK Houston provides these comments as a non-profit stakeholder and active participant in transportation processes in the region. We believe every major infrastructure project using taxpayer dollars is an opportunity to improve quality of life – most especially for the communities immediately impacted by the said project – much more than simply continuing status quo and mitigating negative impacts of projects in pursuit of benefits to other communities. Transportation infrastructure will continue to influence access to opportunity and quality of life, including health and wellness in Harris County and the eight-county region. We hope that as H-GAC continues to



plan for our region's future there is a continued commitment to planning for creative, innovative, safe, and multi-modal affordable transportation options.

Thank you for the opportunity to provide comments on the draft Regional Transportation Plan.

Sincerely,

A handwritten signature in black ink that reads "Jonathan P. Brooks". The signature is written in a cursive, flowing style.

Jonathan P. Brooks

Director of Policy and Planning  
LINK Houston





## Greater Northside Management District

---

615 North Loop East Site. 104., Houston, Texas 77022

(713) 229-0900 office

May 10, 2019

Alan Clark  
Director of Transportation Planning  
Houston-Galveston Area Council  
P.O. Box 22777 Houston, TX 77227-2777  
*Submitted by email to publiccomments@h-gac.com*

### **RE: Draft 2045 Regional Transportation Plan**

Dear Mr. Clark,

The Greater Northside Management District (GNMD) appreciates the opportunity to provide comments on the Houston-Galveston Area Council (H-GAC) Draft 2045 Regional Transportation Plan (RTP). This plan covers specific projects in the District including: The North Houston Highway Improvement project (NHHIP) Interstate 45 (I-45), the Hardy Toll Road Downtown Connector, METRONext projects and our North Main Street Safe Access to Transit Enhancement Project.

#### **North Houston Highway Improvement Project**

We have been in communication with the Texas Department of Transportation (TxDOT) to express our concerns regarding the North Houston Highway Improvement Project (NHHIP). While some have been addressed, there are still some significant issues that need better solutions. We hope the following breakdown of comments will be taken into consideration before the RTP is finalized not only for the NHHIP but for other similar regional projects.

#### **1. *Minimize Right-of-Way (ROW) Impacts to Businesses and Homes***

We have serious concerns about the direct economic impact and displacement of businesses and residents especially as it relates to the taking of ROW.

#### **2. *Local Connectivity***

We recommend an approach that makes local connectivity a priority, along with traffic flow. We believe local connectivity must be considered in all highway projects.

#### **3. *Frontage Road Safety***

According to a recent analysis conducted by LINK Houston, Interstate Highway (I-45) has a disproportionate amount of bike and pedestrian crashes along frontage roads including the Crosstimbers intersection, which is currently ranked as the 13th most dangerous for people walking or biking. NHHIP is an opportunity to make it safer and utilize other safety features along the feeder and intersections. We recommend that frontage roads are designed using the City of Houston Design Standards and Complete Streets Policy.

#### **4. *Flooding***

We are requesting TxDOT mitigate for both existing and proposed impervious surfaces and design drainage for the 500-year storm event. Mitigation strategies should have community benefits, including multi-purpose drainage infrastructure, parks, and trails.





## Greater Northside Management District

615 North Loop East Site. 104., Houston, Texas 77022

(713) 229-0900 office

### **5. *Minimize Impacts to Parks and Greenspaces***

We are requesting that TxDOT minimize impacts to the White Oak Bayou Greenway Trail including the visual impact from the Leonel Castillo Community Center. Opportunities should be in the plan to extend existing trails and link to future trails, according to the Houston Parks Board – Beyond the Bayous Plan.

Our expectation is that the TxDOT will review and address these concerns. We feel these are warranted and should be carefully considered as key public involvement components of the project as it is part of the H-GAC Regional Transportation Plan.

### **Hardy Toll Road Downtown Connector**

We would request that the Hardy Toll Road Downtown Connector to be an asset to the community by including urban design strategies (e.g., better lighting and paint in underpasses) and multipurpose infrastructure (e.g., detention ponds that also serve as parks).

### **METRONext Projects**

The METRONext Plan will help expand economic opportunity, improve community amenities and transit access throughout the Greater Northside and we are very supportive of the projects within the plan, including:

- a. The Red Line Extension
- b. The University Corridor BRT Line
- c. I-45 North BRT Line
- d. Boost Corridors

*Some concerns we have are:*

- a. Minimize Right of Way (ROW) acquisition of the proposed Red Line Extension.
- b. Include a Northside stop on the I-45 North BRT line and coordinate with TxDOT to make it safe for pedestrians to access it.
- c. Gaps in bus routes, especially on Little York for Buses No. 6, 45 and 79 and 83.
- d. Consider the relocation of the Tidwell Transit Center from Epsom Drive to the intersection of Jensen Drive and Tidwell Road.

### **North Main Street Safe Access to Transit Enhancement Project**

The District applied for funding for the North Main Street Safe Access to Transit Enhancement Project in 2018. While it was not slated to be funded immediately, it has been added to the list of projects for the RTP. This project would provide important benefits in the proposed areas by providing safe and accessible access to major activity centers, schools, public transportation, and underserved communities.

This project seeks to enhance the existing METRO's red line light rail transit corridor by making the corridor feel safer for pedestrians. Improvements can enhance the quality of the pedestrian experience on the corridor and encourage even more people to walk and use transit. Due to public safety concerns along the corridor, the installation of safety lighting and associated improvements will help to improve safety, enhance economic development, and improve the quality of life for the community. As a proposed regional transit network, these benefits extend to the region as well.

### **Appendix D-Fiscal Constraint and Project Listing**

Our North Main Street Safe Access to Transit Enhancement Project is currently compared and scored relative to major highway projects such as the widening of SH 99, SH 146, and several other FM and SH facilities. The project and others like it should not have to compete with projects on major state highways.





## Greater Northside Management District

615 North Loop East Site. 104., Houston, Texas 77022

(713) 229-0900 office

The HGAC process for allocating federal funds is one of the only discretionary sources of transportation-related grant funding for the region. While there are non-discretionary allocations to transit providers (METRO), and highway funds (TxDOT), we would like to see a more balanced distribution of the discretionary funds. A review of the project listing shows a bias towards funding going to TxDOT, even though TxDOT receives significant other funding from both the State and the Federal government. We would suggest the ranking methodology be vastly simplified, transparent, aligned with regional performance measures, and established significantly ahead of a call for projects. Once the methodology has been updated it should be used on the most recent Transportation Improvement Program (TIP) call for projects to see if it has a desirable project ranking. Lastly, we would like to see a graph similar to "Expenditures by Strategy" but broken down by mode.

### **Appendix H – Draft Regional Active Transportation Plan**

We highly appreciate the work that went into the Draft Regional Active Transportation Plan. We support the idea of using an evidence-based approach to identify the focus areas that have a higher need for active transportation. The District includes many historical areas that were built in a traditional development pattern that is very amenable to walkability and bikeability. As such, six (6) Pedestrian and seven (7) Bicycle focus areas were identified within the District. We wholeheartedly support increased attention in these focus areas and look forward to working together to identify projects to further improve walkability and bikeability further. Furthermore, we recommend a future funding methodology that is preferential to these focus areas.

The Greater Northside Management District and Board of Directors believe these projects will have a noted and lasting impact on our area. We appreciate the significant work that went into making the Draft 2045 RTP, and we especially appreciate the extensive outreach efforts by HGAC staff to organizations and the community at large to be included in the planning process.

We respectfully request your assistance in encouraging and creating innovative opportunities to improve the quality of life for the Greater Northside. We look forward to continuing to work with you to ensure the best transportation project for all concerned.

Sincerely,

Rebecca C. Reyna  
Executive Director  
Greater Northside Management  
615 N. Loop East Ste. 104  
Houston, Texas 77022  
(713) 229-0900

## Comments on the Draft 2045 RTP

By Oscar Slotboom, 15000 Philippine, Houston, TX. April 24, 2019

### General Comments

- Fixed rail transit projects should be ELIMINATED from the plan or minimized. Buses can meet the transit demand for a much lower cost with much greater flexibility, especially with future technology such as platooned buses. Fixed rail transit is totally incompatible with automated transit vehicles, which may become available during the period of this plan.
- There needs to be a plan for a regional managed lane network. See attached map for potential routes.
- The 2045 RTP should focus most resources on highway and street capacity improvement. For transit, focus should be on a managed-lane network. Houston and Dallas-Fort Worth are excellent examples of how highway, tollway and managed-lane investments reduce congestion compared to peer regions which focus on rail transit.

### Comments on Specific projects in Appendix D

MPOID		
18021 18022	SH99	Considering the existing traffic congestion, this section should be widened to 8 lanes (4x4), not 6 lanes as listed in the document.
15590 17232	SH99 @IH45N	The description appears to have errors. The SB-WB and EB-NB connectors already exist. The “left-turn” movements should be built first, especially NB-WB connector. The listed years (2030 and 2040) are too far in the future, and the high-traffic connections need to be built sooner.
18105 18106 18107 18108 18109 18110	IH10E	These projects are very expensive and I’m skeptical the cost can be justified in these rural areas. The concrete on this section of IH10 is still in very good condition (i.e. no spalling). Since these projects effectively replace most of IH10 main lanes, I think these projects should be done only when the IH10 main lane pavement starts to deteriorate. The projects are listed for 2041, which may be near the end of the pavement life, but perhaps these projects should be re-evaluated in 5-10 years depending on the pavement quality.
15454	IH45N	The direct connection ramp should be retained, in addition to the SPUI.
NHHIP		I support all the NHHIP projects. I prefer that the projects from Loop 610 to Beltway 8 start sooner than 2030, preferably much sooner.
	Hempstead Road Tollway	This should be planned in conjunction with Texas Central, if Texas Central is in fact built. To reduce costs for both Texas Central and Hempstead, consideration should be given to a design similar to the Hardy Toll Road between Loop 610 and Beltway 8, with the railroad and Hempstead at ground level and all cross streets going over or under.
18177	Gessner BRT	I am AGAINST this project. This project is ridiculously expensive (\$2.9 billion) and transit demand in the corridor does not remotely justify the expense. I lived one block away from Gessner (8800 block of Langdon near Beechnut) from 2015 to 2018, and transit demand is easily served with buses. At the connection points at Beechnut and Bellaire, I don’t recall ever seeing more than 10 people waiting for a bus, and around 5 is more typical at the busy stops.

		<p>I currently live at 15000 Philippine (about 0.5 mile from Gessner) and drive on Gessner regularly. There is currently no bus service, and due to low density and minimal transit-dependent populations in this area, transit demand is certain to be negligible on this section of Gessner!</p> <p>This project should be REMOVED and replaced with a more suitable and vastly less expensive option, such as signature bus service.</p>
18086	Road diet	I'm generally against road diets, since they increase congestion. These projects seem especially objectionable due to the sky-high cost of \$196 million. (It is unclear if this includes street reconstruction).
18189	IH45N	This project seems like it should be part of the NHHIP project.
18188	IH69S	This project should be replaced by a 4-lane (2x2) managed lane facility. See comments below in section "Needed Additions for Regional Managed Lane Network"
15247	LRT to Bush	This project should be REMOVED and replaced with express bus service on the planned NHHIP managed lanes. Trip time on LRT over this long distance will be unacceptably long, and ridership to airports is generally low. This \$1 billion expense cannot be justified.
11764	Alameda line	This is a very low density area and cannot justify "guided rapid transit". This project should be REMOVED, and transit needs in the area should be served by buses.
18181	US 90A Commuter Line	The cost of \$8.4 billion is ridiculously large, and cannot remotely be justified based on demand. Ridership will be reduced by the need to transfer to the Metro Red Line, which is very slow. This project should be REMOVED and replaced with much less expensive and more flexible bus service.
18180	Westpark Commuter Line	The cost is excessively high (\$2.7 billion), and any transit needs can be met for a much lower cost by building a dedicated bus lane on the 50-foot-wide right-of-way. A bus lane will also be usable by automated transit vehicles, and buses can continue on the proposed Westpark BRT inside Beltway 8. It makes no sense to have two types of transit (BRT and commuter rail) on this corridor. It should be all BRT, and BRT should be built only where justifiable, which is surely not all the way to Fulshear.
77	Gessner	This project seems to be incompatible with the proposed BRT due to limited right-of-way. As noted above (item 18177), BRT on Gessner should be removed and replaced with improved bus service, which would be compatible with this project.
18174 18175	LRT to Hobby	We don't need two LRT lines to Hobby! In fact, we don't even need one. This is a ridiculous expense (\$4.3 billion) for the minimal ridership to the airport. At least one LRT to Hobby should be removed, and preferably both.
18179 13867	US 290 Commuter line	This \$4.1 billion expense cannot be justified. Bus service on the Hempstead Toll Road should be sufficient. If there is sufficient transit demand, a BRT can be built. A BRT is far less expensive, and the buses can continue to both downtown and Uptown on dedicated bus lanes. It makes no sense to force commuter rail users to transfer to buses to continue their trips to downtown or Uptown. Service should be 100% bus. This project for commuter rail should be REMOVED.
17090	SH288 ITS	At \$12 million per mile, this is very expensive and may be overkill for this semi-rural area.

## Needed Additions for Regional Managed Lane Network

System	See attached map for a general concept for a system
IH 10W Corridor between Loop 610 and downtown	The plan should include 4 managed lanes (2 each way) on IH10W between the West Loop and IH 45. This is needed due to traffic congestion in the corridor, and to connect the existing managed lanes west of Loop 610 and the planned managed lanes through downtown. This project should be scheduled to be completed around the same time as the NHHIP through downtown, which should be mid-2020s.
IH 69 Southwest Freeway Corridor	The plan should include 4 managed lanes (2 each way) inside the loop from Spur 527 to Loop 610, and potentially further southbound.
Connections	Where feasible and cost-effective, there should be dedicated connections between managed lane facilities.

## Items not included in Appendix D which need to be included

West Loop between IH10W and IH69S	This is the most congested section of highway in the state of Texas and there appears to be nothing programmed to expand capacity! <i>This is the most serious omission in the document 2045 document.</i> Elevated express or collector/distributor lanes need to be built. There should be a minimum of 4 new lanes, and I think demand justifies 6 new lanes (3 each way).
North Loop between US 290 and IH 45 North	There is no improvement programmed for this section, even though congestion is already bad and becoming worse. It will be relatively easy to add two main lanes for a total of 10 main lanes. This should be programmed into the document for the near term, before 2030.
Sam Houston Tollway between IH45N and IH69S	This section is heavily congested and widening is justified. Express toll lanes should be considered, for a total lanes count of 5T-1ET-1ET-5T. At the very minimum, a feasibility study should be programmed into the 2045 document.
Intersection of IH 610 south loop at US 90A (South Main)	There is heavy demand for the movement from IH 610 westbound to US 90A southbound. Even though there are 3 left turn lanes, peak period backups are very large. This traffic movement needs a direct connector, probably with two lanes.
Beechnut at Beltway 8	This intersection is very congested, especially on the Beltway 8 frontage roads. To reduce frontage road congestion, tolls should be removed from the main lanes over Beechnut. Consideration should also be given for reversing the ramps on Beltway 8 between Bellaire and Beechnut.
Regional Intersection Improvement Program	There needs to be an ongoing program to improve congested intersections throughout the region. This would generally include dual left turn lanes and the addition or right-turn lanes to substantially improve intersection performance. The Dallas-Fort Worth region has had an ongoing intersection improvement program.  There are probably over well over 100 intersections needing improvement, with improvements unique to each situation. For example, Gessner at Harwin is a problem spot in southwest Houston. It always tends to require two cycles to get through the intersection on Gessner at peak periods.

# MaX Lanes

- Existing
- Under construction
- Planned
- Core central connection loop
- Potential MaX lane connection point
- Current HOV/HOT with MaX upgrade potential
- Potential MaX lane within toll road



Job cluster with  
job count, thousands



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • [www.citizen.org](http://www.citizen.org)

May 5, 2019

Houston-Galveston Area Council - Transportation Policy Council  
Houston-Galveston Area Council - Technical Advisory Committee  
Houston-Galveston Area Council Staff

Re: Comments on the 2045 Regional Transportation Plan

Dear Staff:

Public Citizen appreciates the opportunity to provide comment on the 2045 Regional Transportation Plan. I want to celebrate the Houston-Galveston Area Council for several points in the 2045 RTP, including a significant expansion of the Environmental Justice appendix (Appendix I), a new appendix dedicated wholly to Resiliency (Appendix J), as well as other appendices not found in the 2040 RTP. I want to commend H-GAC for the creation of a comprehensive document that touches on many issues of concern for residents in our region.

In the Houston-Galveston region, extreme rainfall and sea level rise will continue to create conditions that challenge our region's transportation. I was pleased to see climate addressed in Chapter 3: Existing Conditions as part of H-GAC's requirements through the FAST act, and the table provided within that section provides some helpful information regarding relative sea level rise, temperature rise, increased tropical activity, and increased severity of precipitation.

In the document, it is stated, for instance, that:

"sea level at Galveston has risen more than 26 inches, which is significantly greater than the global average. In the next 50 years, Gulf Coast sea levels are expected to rise by 1 to 6 feet.

"A 4-foot increase in relative sea levels would put a quarter of the region's interstates, 10 percent of rail lines, and nearly 75 percent of port facilities at risk."

Based on modeling presented in a 2018 report by Union of Concerned Scientists, over 10,000 homes in Texas will experience chronic flooding (2 times per month) by 2045, and over 82,000 homes will be at risk for chronic flooding by the end of the century.<sup>1</sup> That report shows homes in Chambers, Galveston, and Harris Counties will be impacted.

---

<sup>1</sup> <https://www.statesman.com/news/20180622/study-rising-seas-may-routinely-flood-over-10000-texas-homes-by-2045>





309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • [www.citizen.org](http://www.citizen.org)

Climate impacts from sea level rise and chronic flooding will alter how growth in the area occurs, in addition to the damage it will create to areas that are instrumental in our regions' goods movement.

While chronic flooding will likely be an issue in limited areas of our region, extreme weather events are becoming more prevalent across the world, and Houston is no exception. Coupled with development practices that create runoff, our transportation infrastructure and the movement of people and goods across our region are at risk from extreme precipitation events.

It's unclear whether the climate impacts listed in Chapter 3 are taken into account elsewhere throughout the document. Sea level rise is likely to change patterns of growth. Temperature rise will create challenges to maintaining infrastructure. How is that reflected in projected funding needs?

I'm glad to see that the Transportation Vulnerability Assessment is ongoing, and may help answer some of my questions.

While planning for resiliency by adapting to changing conditions is important, one of the ways that climate change needs to be addressed is through emissions reductions. Emissions reductions can occur through reductions in VMT, changes in vehicle efficiency, and changes in fuel source.

Projects like the bus rapid transit project can help reduce VMT, as could programs to educate the public on using transit or programs that support telecommuting or carpooling. Vehicle efficiency is tied to the CAFE standards, and at the present moment, these standards are being rolled back at the federal level.

Alternative fuels are another way in which carbon emissions and co-pollutants can be reduced. In 2018, Public Citizen released a report done by researchers at the University of Houston (attached) that looked at changes in fuel types and the implementation of emission reduction technologies and the impact on air quality, including ozone, and health benefits in the Houston-Galveston region.<sup>2</sup>

The 2018 report found that electrifying the fleet and implementing diesel emissions reduction technology could significantly reduce emissions, especially considering ERCOT's projections for growth in renewable power.

---

<sup>2</sup> <https://www.citizen.org/wp-content/uploads/migration/public-citizen-air-quality-transportation-houston-report-october-2018.pdf>



309 East 11th St., Suite 2 • Austin, Texas 78701 • 512.477.1155 • [www.citizen.org](http://www.citizen.org)

While that study did not account for any additional infrastructure in the Houston-Galveston region, the researchers found that even with additional cars and freight on the road, carbon dioxide emissions, as well as NOx emissions, could be reduced by about 95% through electrification and other emissions reductions technologies. Furthermore, implementing these technologies could prevent the deaths of over 200 people per year by reducing exposure to particulate matter pollution.

While there is much that remains to be seen about the widespread adoption of electric vehicles, current trends indicate that EV adoption is growing, which will influence the mobility patterns of Houstonians. In fact, the Houston area was selected by Electrify America for additional charging infrastructure. Alongside environmental mitigation funding available through the Volkswagen Settlement, there are opportunities for our region to lay a groundwork of charging infrastructure, including DC fast charge stations, that can help support the growth and adoption of electric vehicles. I hope to see H-GAC incorporate electric charging infrastructure as an important component of any long term regional transportation plan.

Given the health impacts of transportation on our region, I would like to see a deeper focus and integration on health impacts into the RTP. Health impacts can be monetized and incorporated into the metrics to determine whether a project best suits our region. Environmental justice also needs to be integrated as a metric, as well. Building wider roads and more roads should not be the only way to address the transportation needs of our region. Air Alliance Houston has made the recommendation to create an Environmental Justice subcommittee to the Technical Advisory Committee. We second that recommendation because it is critically important for there to be representation of environmental justice issues within transportation planning in our region.

Sincerely,

Stephanie Thomas, Ph.D.  
Organizer and Researcher  
Public Citizen



**Evaluation of the air quality impacts of clean  
combustion technologies, emissions controls and  
fleet electrification in the Houston Metropolitan  
Area for the year 2040**



# Table of Contents

Executive summary	3-5
Background	6-7
Motivation	8-9
Methodology	10-11
The chemical transport model	10
The motor vehicle emissions model	10
The emissions model	11
The meteorological model	11
Emissions controls and fleet turnover	12-13
Future activity projections	14
Future modeling scenarios	15
Future projected scenarios based on varying fleet electrification and turnover	16-17
Electricity load due to motor vehicle electrification	18-19
The health impacts model	20-22
Results: emission scenarios and corresponding changes	23
The simulation domain, episode and miscellaneous details	24-28
Community Multiscale Air Quality (CMAQ) simulation results	29
Ozone and nitrogen oxides	30-33
Speciated fine particulate matter	34
Health impacts	35-37
Summary, conclusions, and future work	38-39
Author bios	40-42
Acknowledgements	43
References	43-46
<i>Figure 1</i>	13
<i>Figure 2</i>	16-17
<i>Figure 3</i>	18-19
<i>Figure 4</i>	22
<i>Figure 5</i>	24
<i>Figure 6 (a-p)</i>	25-28
<i>Figure 7 (a-p)</i>	30-33
<i>Figure 8</i>	36
<i>Table 1</i>	15
<i>Table 2</i>	21
<i>Table 3</i>	37
<i>Table 4</i>	37

# EXECUTIVE SUMMARY

Transportation is a major source of air pollution in the Houston Metropolitan Area (which for this report, we are considering as the 8-county region of Harris, Chambers, Liberty, and Montgomery, Waller, Fort Bend, Brazoria, and Galveston counties). Transportation-related pollution is predicted to worsen with growing population and regional port expansion. The population in the region is expected to grow by 50% by 2040, and on-road vehicle traffic, which includes trucks and passenger vehicles, is predicted to increase anywhere from 30%-80% by 2040. With an increase in both population and on-road vehicles, transportation-related emissions would likewise increase.

Pollution can be mitigated through control strategies, which include improved clean combustion technologies, tailpipe emissions controls, and fleet electrification. Regulatory Impact Assessments, which systematically evaluate benefits and costs of regulations, often include only short-term projections for these kinds of strategies. This report provides a detailed assessment of the impact of these control strategies for the year 2040, in order to understand how significant implementation of emission control strategies could help improve air quality in the Houston region.

This study evaluates the effects of fleet electrification, replacement/retrofit with new combustion technologies/emissions controls on regional air quality and health. Four emissions control scenarios, which represent a variety of combinations of emissions controls, were modeled to determine the impact of emissions control technology on both total emissions and on human health. These models were scaled to account for future increases in motor vehicle activity and population. The models also accounted for changes to the electric grid to account for the predicted retirement of coal plants.

**Scenario 1:** A “Business-As-Usual (BAU)” scenario represents present day emissions and fleet composition with no turnover. It was modeled to demonstrate the impact of policies that incite no major move toward emissions controls from combustion technology or electrification. In this scenario, where the fuel mix is approximately the same as today’s mix but more cars and trucks are on the road, nitrogen oxides (NO<sub>x</sub>) emissions would increase by 56.9% and fine particulate matter (PM<sub>2.5</sub>) would increase by 61.1% relative to 2013 values.

**Scenario 2:** In a Moderate Electrification scenario, 33% of vehicles rely on clean combustion technology, 35% are electrified, and 32% reflect a similar mix to the 2013 region-wide fleet. Here, NO<sub>x</sub> emissions would be reduced by 47.2% and PM<sub>2.5</sub> would be reduced by 45.8%.

**Scenario 3:** In an Aggressive Electrification Scenario, where 15% of vehicles rely on clean combustion technology, 70% would be electrified, and 15% would reflect a similar mix to the 2013 region-wide fleet, NO<sub>x</sub> emissions would be reduced by 75.3% and PM<sub>2.5</sub> emissions would be reduced by 74.6%.

Scenario 4: A Complete Turnover Scenario represents a case where 65% of vehicles would rely on clean combustion technology, 35% would be electrified, and no vehicles would be on the road with a fuel mix similar to the 2013 region-wide fleet. In this scenario, emissions would be nearly eliminated: NO<sub>x</sub> would be reduced by 94.9% and PM<sub>2.5</sub> emissions would be reduced by 94.8%.

This study demonstrates that fleet electrification and new technologies can improve regional air quality and human health endpoints.





# KEY FINDINGS

- Control technologies have the potential to significantly reduce emissions.
- If all on-road vehicles implemented clean combustion technology or were electrified, emissions across the board would be reduced by over 90% from 2013 levels.
- The business-as-usual case demonstrated mild ozone reductions near highways, but those reductions were very limited. Overall, ozone increased over large populated areas in this scenario.
- The other scenarios where emissions control technologies were used saw slightly increased ozone concentrations near highways, but had significant reductions in ozone, particularly in densely populated areas.
- Implementing these control technologies would also significantly decrease both emergency room visits and mortality associated with exposure to ozone and PM2.5.
- The business-as-usual case, where no additional emissions control strategies were implemented, would lead to an additional 122 deaths.
- Complete turnover scenario, where the entire fleet utilizes emissions control or electrification, would result in 246 fewer deaths from ozone and PM2.5 exposure.
- The modeled health benefits of the Complete Turnover scenario, where every vehicle on the road is either electrified or using other emissions control strategies, would provide about \$152 million in benefits from prevented mortality from reduced exposure to ozone and \$1.99 billion in benefits from prevented mortality from reduced exposure to PM2.5.
- The business-as-usual scenario would result in over 1200 asthma cases per year, whereas the complete turnover scenario would result in 24,652 fewer asthma cases per year.
- The complete turnover scenario would prevent over 18,000 school loss days, whereas the business-as-usual scenario would cause 833 days of school loss.

# BACKGROUND



The 2010 US Census ranked Houston as the 4th largest city nationally. The United States Environmental Protection Agency classifies Houston as a nonattainment area for ozone and as borderline attainment for fine particulate matter (PM<sub>2.5</sub>) as indicated by EPA's Green Book (<https://www.epa.gov/green-book>). The ozone nonattainment area includes city of Houston, in Harris County, as well as the bordering counties of Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller. Identifying the sources of particulate matter and ozone-forming pollutants is imperative in order to develop appropriate control policy to improve air quality and health endpoints within the region.

Given the region's urban nature, emissions from transportation serve as major sources of nitrogen oxides (NO<sub>x</sub>) and volatile organic compounds (VOCs). These compounds react in the presence of sunlight to form ozone. In addition to ozone precursors, vehicular traffic also emits particulate matter pollution like organic and elemental carbon (Roy et al., 2016; May et al., 2013a, b; Gordon et al., 2013; George et al., 2014, 2015).

Gasoline motor vehicles and diesel trucks dominate urban transportation in the United States. The 2013 H-GAC Regional Goods Movement Plan indicates that the population of the region is projected to grow by 50% in 2040 to 9.6 million, which will almost certainly result in increased motor vehicle activity. A couple of studies have been conducted to project future vehicular activity. A study by the Texas Transportation Institute projects the number of trucks in the 8-county area to increase by 40%-80% (TCEQ, 2015), and number of gasoline vehicles to increase by 30-50% by 2040. This study provides a forward-looking analysis to evaluate the air quality impacts of increased transportation activity, the effects of control technologies and strategies, and the corresponding impact of the studied parameters on health endpoints.



Several strategies exist to offset air quality impacts of increased transportation activity. Among them, accelerated fleet turnover is most well-known and implies a significant fraction of the motor vehicle fleet being replaced with newer technology to result in maximum emission reduction. These technologies include Gasoline Direct Injection and tailpipe emission control systems such as Selective Catalytic Reduction (SCR) for NO<sub>x</sub> emissions from both gasoline and diesel vehicles, and Diesel Particulate Filter (DPF) and Diesel Oxidation Catalysts (DOC) for PM<sub>2.5</sub> and VOC emissions from diesel vehicles. Another alternative to reduce emissions is fleet electrification, the replacement of a certain fraction of the fleet with electric vehicles. Adding more electric vehicles into the fleet invariably results in an additional load on power generating infrastructure.



# MOTIVATION

The effects of alternative strategies to reduce motor vehicle emissions needs to be investigated thoroughly using a Regulatory Impact Assessment framework. Such steps are usually taken by the United States Environmental Protection Agency (USEPA) whenever a new control rule is promulgated. The purpose of such studies is to consider the impacts of new control technologies and strategies on emissions in an air quality model to understand their effects and, using a health-effects model, to understand how the stricter standards or reduced emissions affect health endpoints. This is necessary since cleaner air will reduce mortality, morbidity, asthma cases and hospital visits (USEPA, 2017b). Examples of these sorts of investigations include the Cross-State Air Pollution Rule, CSAPR (USEPA, 2015) and the National Ambient Air Quality Standards for PM<sub>2.5</sub> (USEPA, 2015). However, most of these analyses look only over a 10-year horizon. The Energy Information Administration (EIA)'s Annual Energy Outlook projects fuel consumption and other activity parameters far into the future, but do not account for emissions, their air quality impacts and changes in human health endpoints. Projections into a far-off year, such as 2040, can help in understanding the impacts of significant turnover in fleet composition and their effects on emission reduction, air quality and human health.

Most urban regions are typically VOC-limited, where ozone concentrations are primarily driven by VOC emissions. However, the Houston region has a unique distinction nationally by comprising both NO<sub>x</sub> and VOC-limited areas (Choi et al., 2012). Reducing only gasoline or diesel emissions may not be adequate to solve the problem of ozone pollution in Houston because the partial reduction of NO<sub>x</sub> emissions in many places can cause ozone concentrations to increase due to their NO<sub>x</sub>-saturated character. Therefore, we would need to account for substantial reductions in NO<sub>x</sub> emissions from both gasoline and diesel transportation sources to make the region NO<sub>x</sub>-limited, so that controlling NO<sub>x</sub> emissions can reduce ozone across the area.

Understanding ozone drivers over an urban region which has both NO<sub>x</sub>- and VOC-limited areas entails the use of fine resolution (~ 1 km) modeling. In a previous study (Pan et al., 2017b), we developed and evaluated a fine-resolution model to understand ozone concentrations and its key drivers over Houston for September 2013.



In this study, we extend the framework to understand motor vehicle emissions, fleet electrification and control strategies, and their associated air quality and health impacts.

In this space, this study executed the following tasks:

- (1) Developed emissions scenarios for gasoline and diesel vehicles, corresponding to varying degrees of emission control, fleet electrification and fleet turnover.
- (2) Implemented these emissions scenarios in a chemical transport model to understand their impacts on regional ozone and PM<sub>2.5</sub>, including its speciated components such as sulfate, nitrate, elemental and organic carbon. Calculated the change in concentrations of these species with respect to the base year of 2013 for each scenario.
- (3) Calculated the changes in health endpoints for each scenario with respect to the base year.

# METHODOLOGY

## THE CHEMICAL TRANSPORT MODEL

The USEPA's Community Multiscale Air Quality (CMAQ) model (Byun and Schere, 2006) was used for this study. This is a chemical transport model which solves the continuity mass-balance equation, simulating the atmospheric processes of emission, advection, reaction, dry and wet deposition and chemistry for a given geographical region by discretizing the region into several horizontal, lateral and vertical grid cells. Our group has had extensive experience using this model, as is evident from several publications (e.g., Choi et al., 2009; Choi et al., 2010; Choi et al., 2012; Choi, 2014; Choi and Souri, 2015a, b; Czader et al., 2015a, b; Diao et al., 2016a, 2016b; Li et al., 2016; Pan et al., 2015, 2017a,b; Souri et al., 2016a, 2016b). We will be using a 1-km grid over the Houston area and surrounding counties, which include Brazoria, Chambers, Fort Bend, Galveston, Harris, Liberty, Montgomery, and Waller.



## THE METEOROLOGICAL MODEL

The Weather Research and Forecasting (WRF) model (Skamarock et al., 2008) provided meteorological fields for this study. We have evaluated existing analysis datasets and decided to use the National Centers for Environmental Prediction's (NCEP) North American Regional Reanalysis (NARR) as input. The NARR data are based on an NCEP Eta 221 regional North American grid (Lambert Conformal) (additional information is available here: <http://www.nco.ncep.noaa.gov/pmb/docs/on388/tableb.html>) at 29 pressure levels. Its horizontal resolution is 32-km, and the frequency is 3-hourly.



## THE EMISSIONS MODEL

The USEPA's National Emissions Inventory of 2011 (NEI2011) was processed using the USEPA's Sparse Matrix Operator Kernel Emissions (SMOKE) model (Houyoux et al., 2000), to produce model-ready emissions. SMOKE performs gridding, temporal allocation, and speciation lumping for a given chemical mechanism to prepare model-ready emissions. Additional details are online: <https://www.cmascenter.org/smoke/>. The procedures for this study involved merging the updated gasoline and diesel motor vehicle emissions from the Motor Vehicle Emissions Simulator (MOVES) model (USEPA, 2017a) into the base emissions inventory.

## THE MOTOR VEHICLE EMISSIONS MODEL

This study used the USEPA's Motor Vehicle Emissions Simulator (MOVES) model (USEPA, 2017a), which calculates emissions from gasoline and diesel on-road vehicles as a function of speed, road type, and meteorological conditions. The model is instrumented to change motor vehicle population (VPOP) and vehicle miles traveled (VMT) for a future year, which we used to make projections for 2040. For this study, emissions from gasoline and diesel vehicles for the 8-county area were modeled. The emissions comprise of multiple modes. Rates per distance typically represent tailpipe (exhaust) emissions, while rates per vehicle represent evaporative and crankcase emissions. In addition, truck drivers often spend the night inside the vehicle's cabin, where the air conditioning is powered by the truck engine. This phenomenon is called hoteling and can give rise to significant nighttime emissions.

# EMISSIONS CONTROLS AND FLEET TURNOVER

Fleet-average emissions are a function of (a) percentage reduction brought about by new controls and (b) fleet turnover which corresponds to the fraction of the fleet fitted with these new controls (typically newer vehicles/engines), represented as:

$$EF_i(2040) = EF_i(2013)[f_{replaced}(1 - f_{control}) + 1 - f_{replaced}] \quad (1)$$

Where  $EF_i(2040)$  and  $EF_i(2013)$  are the projected fleet-average emission factors for 2040 (future year) and 2013 (base year), respectively;  $f_{control}$  represents the percentage reduction due to a control technology, while  $f_{replaced}$  represents the fraction of the fleet that has been replaced or fitted with the new control technology, typically referred to as “fleet turnover”. Examples of tailpipe emissions control technologies for NO<sub>x</sub> emissions include Selective Catalytic Reduction and NO<sub>x</sub> absorbers. Diesel Oxidation Catalysts reduce VOC emissions from diesel exhaust while Diesel Particulate Filters (DPFs) reduce PM<sub>2.5</sub> emissions. Evaporative emissions, typically reported per vehicle, result from fuel volatilization.



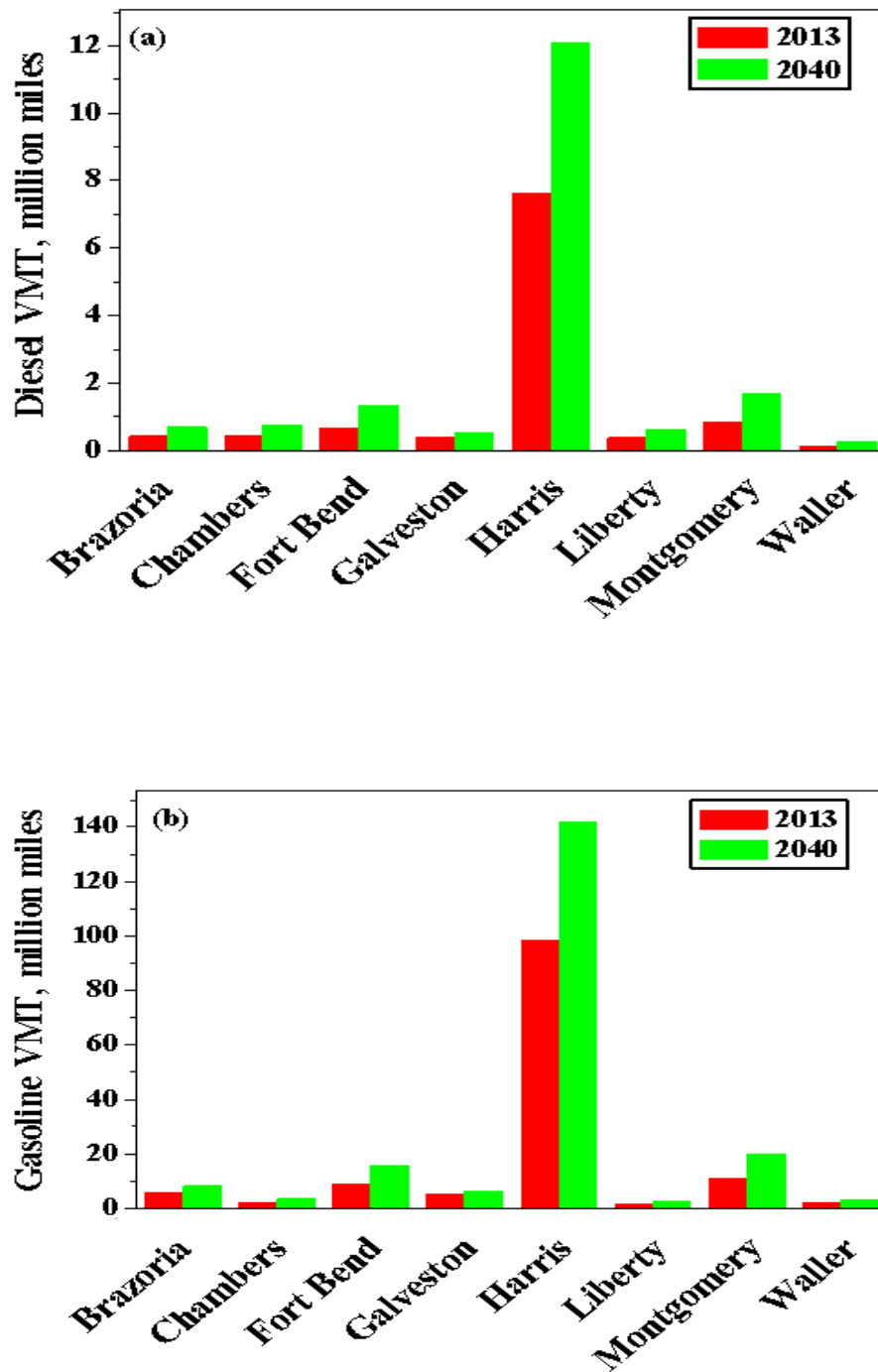


Figure 1: (a) Diesel and (b) gasoline vehicle miles traveled (VMT) projections. The scaling factors used in this study are the ratio of the 2040 and 2013 numbers.

# FUTURE ACTIVITY PROJECTIONS

Projections for VPOP and VMT were taken from calculations performed by the Texas Transportation Institute (TTI) for the Texas Commission for Environmental Quality (TCEQ, 2015). The authors performed activity calculations from 1999, projected to 2050. The activity data for each vehicle type (e.g. gasoline passenger cars, pickup trucks, medium duty and heavy duty diesel trucks) were obtained through personal communication with Dennis Perkinson at TTI. Their findings project aggregate VMT to change by 30%-80% over the 8-county area. The aggregate activity was fractionated into 24 different gasoline and diesel vehicle types, from which two surrogate profiles for the 8-county area were developed, namely Houston and Beaumont. The gasoline-diesel split for VMT for the base year is 93%-7% for Houston and 82%-18% for Beaumont. The split changes marginally in favor of diesel in 2040, 92%-8% for Houston and 81%-19% for Beaumont. The higher diesel fraction over suburban Beaumont could be explained by the fact that diesel truck traffic is comparable across urban and suburban regions while gasoline activity is significantly higher in the urban, hence depressing the diesel fraction.

The Brazoria, Fort Bend, Galveston, Harris, Montgomery, and Waller counties were represented by Houston, while Chambers and Liberty were represented by Beaumont. These profiles were used to project gasoline and diesel VMTs in 2040, indicated in panels (a) and (b), with their specific scaling factors in (c). The projected gasoline VMTs are roughly one order of magnitude higher than diesel, due to the higher gasoline vehicles population. The gasoline and diesel projected scaling factors closely mirror the total VMT, indicating the change in VMT is more significant than that in the gasoline-diesel split. However, there is one subtle difference: the diesel scaling factor is slightly magnified, while the gasoline one is slightly depressed. For example in Harris County, the total VMT changes by a factor of 1.46, while the diesel VMT changes by 1.59 and gasoline by 1.45. This could be attributed to the marginal shift in favor of diesel (~9% increase). These VMT profiles were also used for county and fuel-specific vehicle population (VPOP) projections.

# FUTURE MODELING SCENARIOS

Several emissions scenarios were considered to account for the uncertainty in fleet turnover and electrification. In Table 1, “Clean Combustion Technologies” indicates the percentage of the fleet in 2040 that uses or is retrofitted with state-of-the-art combustion and emission control technologies, “Electric” represents the percentage of the fleet comprising electric vehicles, while “Current” represents the fraction carrying over from the base year of 2013 that is not retrofitted or replaced. The scaling factor represents the bracketed term in Equation (1), which is a function of both control technology efficiency and fleet turnover, applied to aggregate (distance, vehicle and hoteling) gasoline and diesel emissions. Activities were scaled using county and fuel specific information from Figure 1. The same scaling factors were used for VMT and hoteling activity projections.

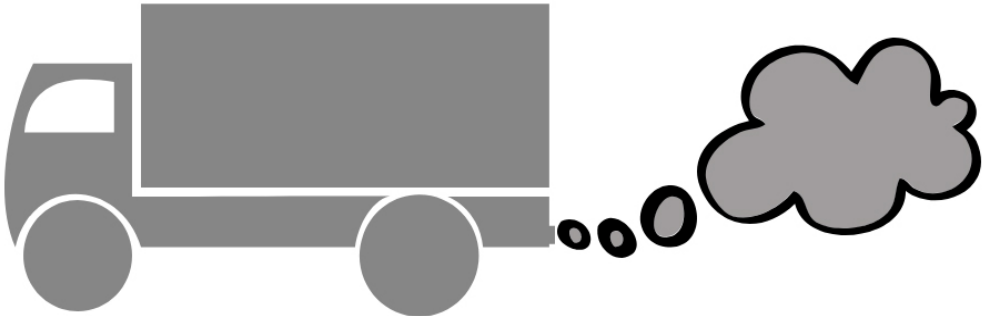
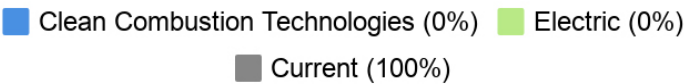
The Business As Usual (BAU) case represents a “worst case” scenario, with no new technology vehicles incorporated into the fleet or the existing fleet is not retrofitted. The Moderate Electrification case is based on the assumptions of a Bloomberg New Energy Finance report (BNEF, 2016), which predicted that 35% of global vehicles would be electric by 2040. The Aggressive Electrification (AE) case assumes a fraction twice that of the ME case. Complete Turnover (CT) represents a scenario where the total fleet comprises either of state of the art technology or electric vehicles.

Table 1: Future projects scenarios based on varying fleet electrification and turnover.

Percentage Fleet Turnover			
Scenario	Clean Combustion Technologies	Electric	Current
Base-year (2013 or BASE)	0	0	100
Business as usual (BAU)	0	0	100
Moderate Electrification (ME)	33	35	32
Aggressive Electrification (AE)	15	70	15
Complete Turnover (CT)	65	35	0

# PROJECTED SCENARIOS BASED ON VARYING FLEET ELECTRIFICATION AND TURNOVER

Base-year (2013 or BASE)



Business as usual (BAU)

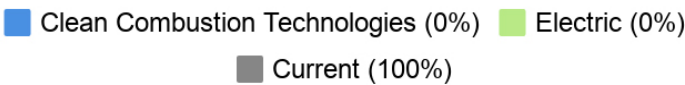
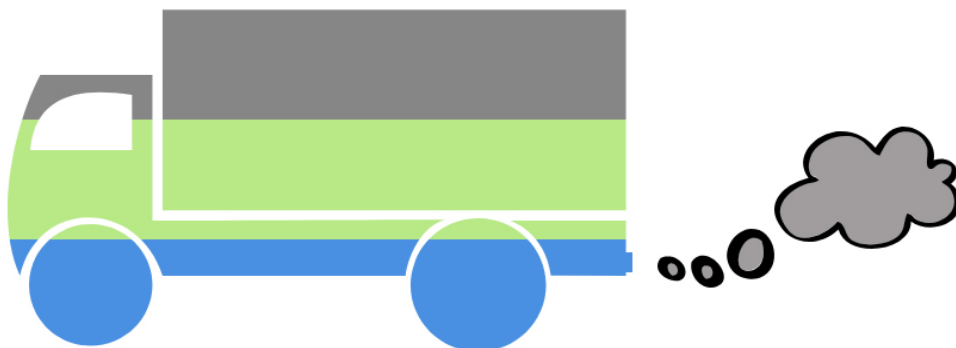


Figure 2: Emissions factor in each case.



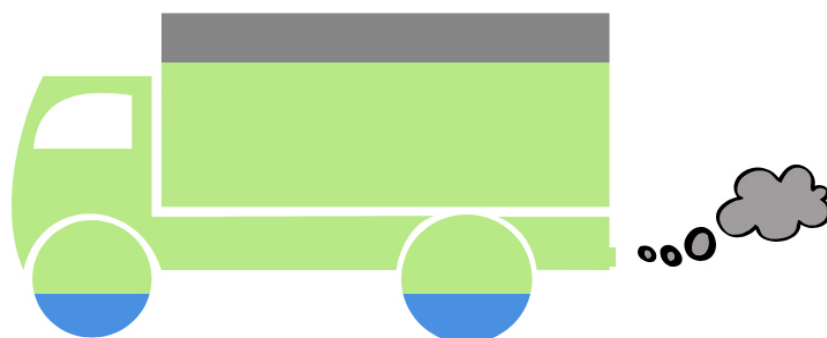
## Moderate Electrification (ME)

■ Clean Combustion Technologies (33%) ■ Electric (35%)  
■ Current (32%)



## Aggressive Electrification (AE)

■ Clean Combustion Technologies (15%) ■ Electric (70%)  
■ Current (15%)



## Complete Turnover (CT)

■ Clean Combustion Technologies (65%) ■ Electric (35%)  
■ Current (0%)

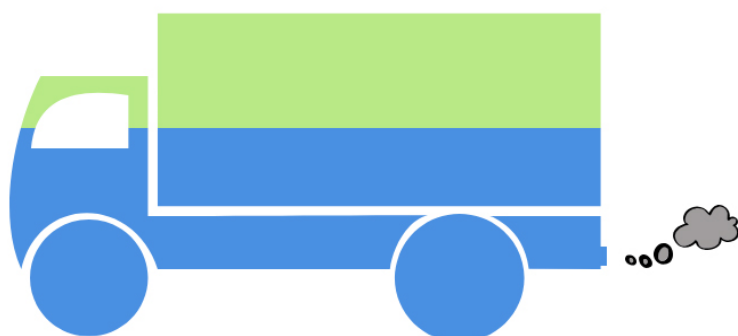


Figure 2: Emissions factor in each case.

# ELECTRICITY LOAD DUE TO MOTOR VEHICLE ELECTRIFICATION

The added electricity required to power the motor vehicle fleet could potentially result in increased emissions from Electricity Generating Units (EGUs). However, several projections from the Electricity Reliability Council of Texas (ERCOT) (Borkar et al., 2016) have indicated that the projected electricity generation in 2040 will be in western Texas, resulting in no new emissions in the 8-county area. An example of the projected siting from the “Business As Usual” ERCOT scenario is shown in Figure 2; this scenario was used for the current study. The ERCOT projections indicate significant retirement of fossil-fired capacity in 2031 for southeastern Texas. We added no future capacity in our simulations but needed to account for capacity downsizing in order to represent a more realistic scenario in 2040.

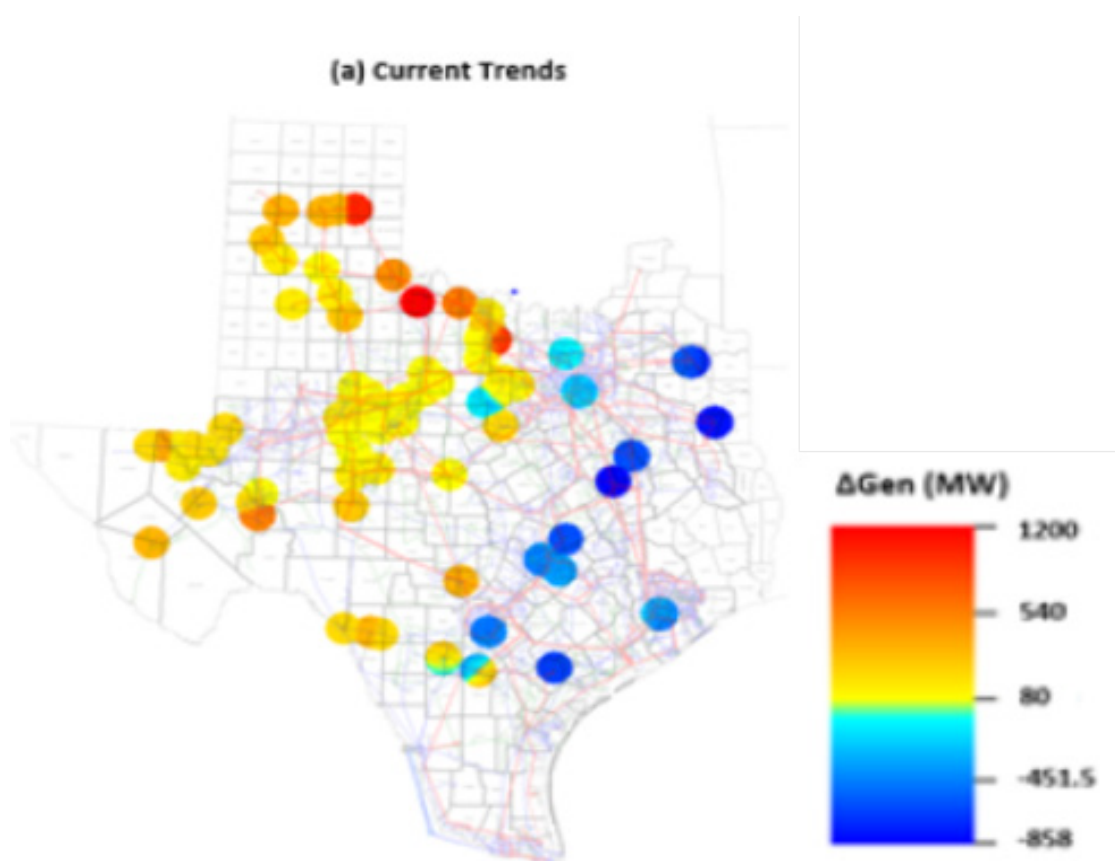
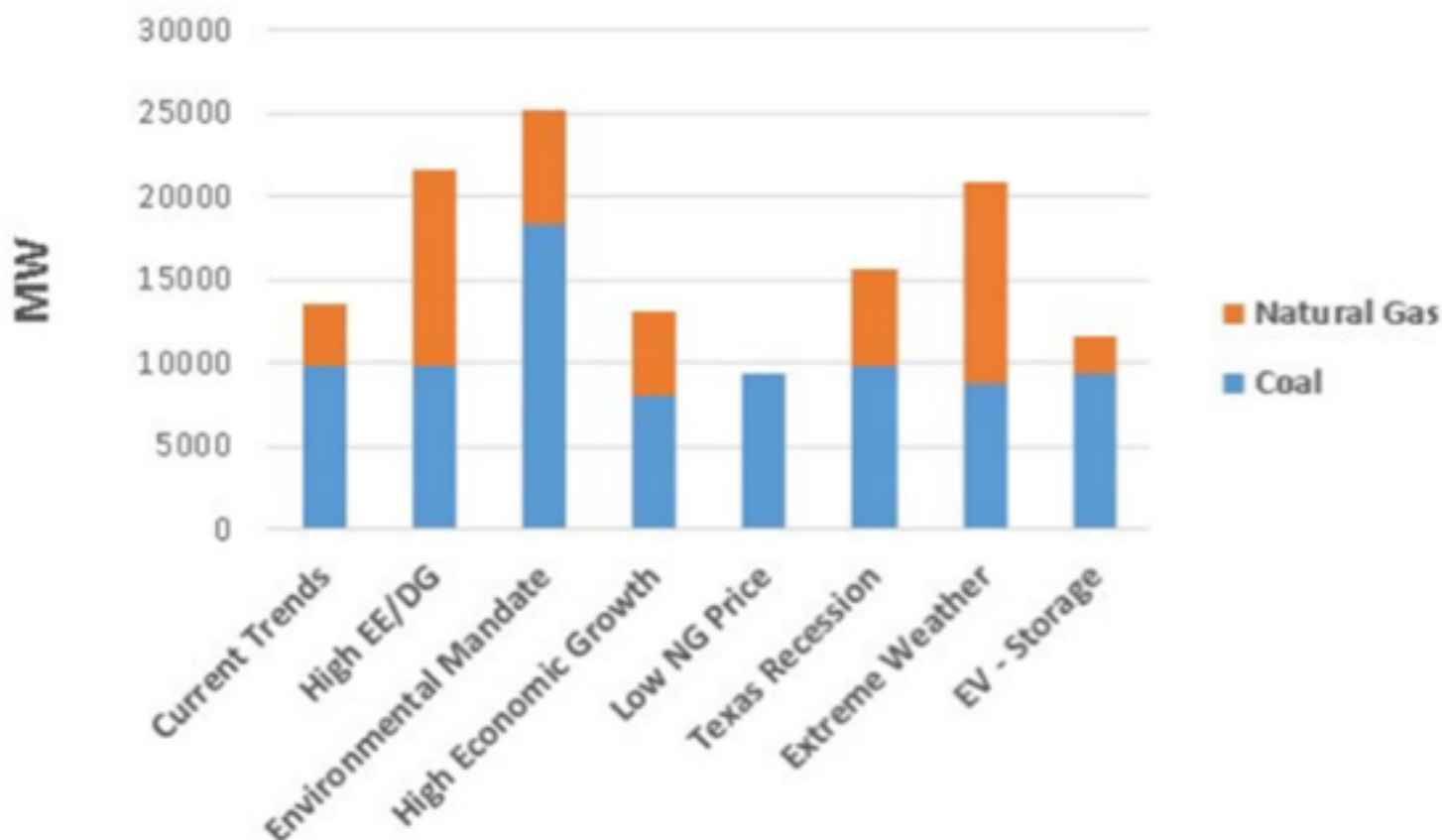


Figure 3: Map of generation capacity retirement across Texas in 2031 for ERCOT’s Current Trends scenario (above), and capacity retirements for coal and natural gas for all of ERCOT’s modeled scenarios (next page).



Future electricity capacity was estimated by assuming a linear decline in coal and gas generation over the 8-county area. For example, Figure 3 (previous page) indicates that around 500 MW will cumulatively retire in 2031. The panel on this page indicates the ratio of coal retirements to that of gas being 3:1. In other words, the coal-gas split is 75%-25%. Applying this to the Current Trends case, 375 MW of coal and 125 MW of natural gas capacity will cumulatively be retired by 2031.

Assuming a linear decline rate (recommended by Warren Lasher, personal communication, 2017) starting from 2013, the rate of decline for coal capacity is  $375/18 = 21$  MW/yr. Similarly, the decline rate for natural gas is  $\sim 7$  MW/yr. Multiplying these numbers by 27 years (2040-2013) provides the predicted number of cumulative retirements by 2040.

Hence, cumulative coal retirement in 2040 =  $21 \times 27 = 567$ ,  $\sim 600$  MW.

Cumulative natural gas retirement in 2040 =  $7 \times 27 = 189$ ,  $\sim 200$  MW.

Scaling factor for coal =  $[\text{Coal (2013)} - 600] / \text{Coal (2013)} = 0.89$  ( $\sim 11\%$  decrease)

Scaling factor for natural gas =  $[\text{NG (2013)} - 200] / \text{NG (2013)} = 0.99$  (1% decrease).

# THE HEALTH IMPACTS MODEL

The U.S. EPA Environmental Benefits Mapping and Analysis Program (BenMAP) Community Edition version 1.3 (U.S. EPA, 2017b) was used to estimate health impacts and corresponding economic costs for each future scenario. This is a Geographic Information Systems (GIS)-based model that estimates changes in the incidence of adverse health effects and associated monetary value due to changing ambient air pollution concentrations (Fann et al., 2012). The air quality inputs of the model include a baseline scenario (2013) and the four emission control scenarios (BAU, AE, ME, and CT in Table 1). The health impact calculations in BenMAP are based on Concentration-Response (C-R) functions, also known as health impact functions. These functions define a mathematical relationship relating a decrease in adverse health effects with a concentration of air pollutants. A commonly used type is the log-linear format:

$$\Delta y = (1 - e^{(-\beta \cdot \Delta x)}) \times y_0 \times \text{Pop} \quad (2)$$

Where  $\Delta y$  represents the change in the incidence of adverse health effects,  $\beta$  the concentration-response coefficient,  $\Delta x$  change in air quality (e.g.  $\text{O}_3$  concentrations),  $y_0$  the baseline incidence rates, and Pop the affected population.

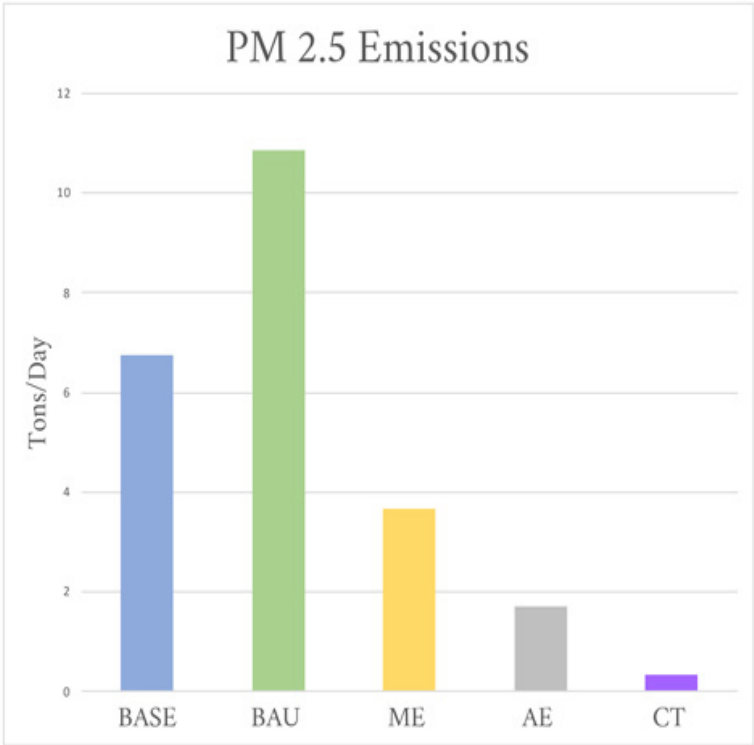
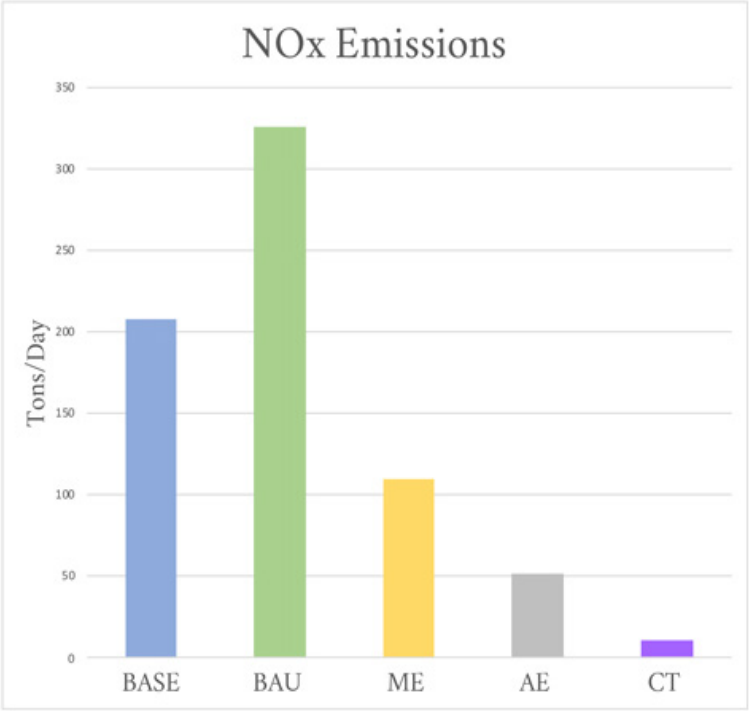
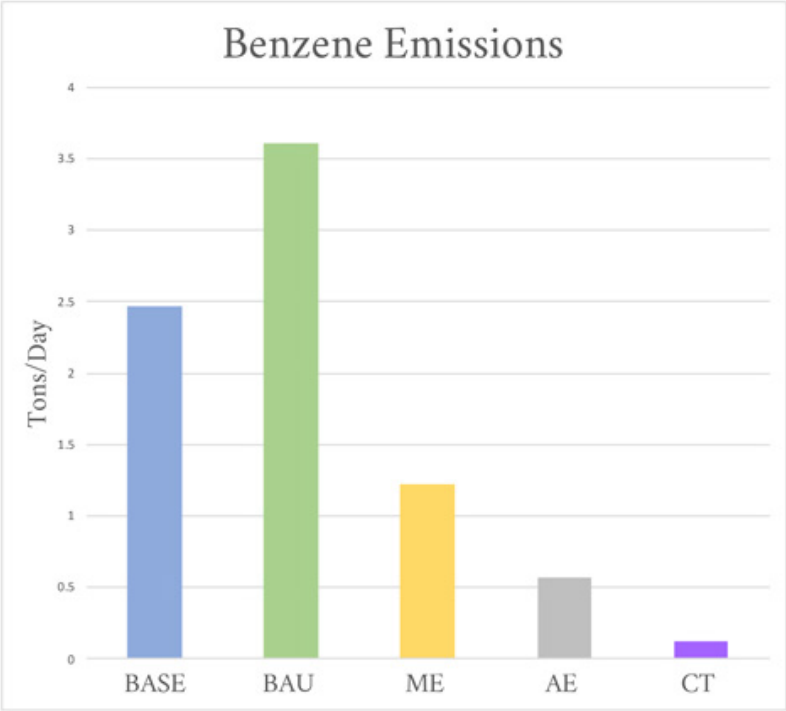
The relationship between changes in air pollutants concentrations and incidence of health outcome (i.e.,  $\beta$ ) have been assessed through several epidemiological studies. These studies have produced a number of C-R functions that have been incorporated into the BenMAP model. Additionally, the BenMAP model calculates the economic cost of avoided premature mortality using a “value of statistical life” (VSL) approach, which is the aggregate monetary value that a large group of people would be willing to pay to slightly reduce the risk of premature death in the population (U.S. EPA, 2017b). The economic costs for morbidities were estimated using the cost of illness, which includes direct medical costs and lost earnings associated with illness.

Table 2. Episode-average 8-county aggregate on-road mobile emissions in the BASE case and comparative changes for the future scenarios.

Species	BASE [tons/day]	Difference to BASE			
		Business as Usual (BAU) %	BAU [tons/day]	Moderate Electrification (ME) %	ME [tons/day]
CO	1220.64	48.6	1813.87	-50.0	610.32
NOx	207.51	56.9	325.58	-47.2	109.57
NH3	5.51	50.8	8.31	-49.2	2.80
SO2	1.69	50.9	2.55	-49.2	0.86
PM10	16.88	55.3	26.21	-47.7	8.83
PM2.5	6.75	61.1	10.87	-45.8	3.66
non-HAP TOGs	72.81	48.3	107.98	-50.1	36.33
Benzene	2.47	46.3	3.61	-50.8	1.22
Formaldehyde	1.66	60.5	2.66	-45.8	0.90
Acetaldehyde	1.15	54.3	1.77	-48.0	0.60
Acrolein	0.11	63.1	0.18	-45.1	0.06
1,3-butadiene	0.44	46.5	0.64	-50.7	0.22
Naphthalene	0.21	58.1	0.33	-46.8	0.11
N2O	3.19	44.5	4.61	-51.4	1.55
CO2	92967.76	52.4	141682.87	-48.7	47692.46
CH4	3.33	54.0	5.13	-46.8	1.77

Species	BASE [tons/day]	Difference to BASE			
		Aggressive Electrification (AE) %	AE. [tons/day]	Complete Turnover (CT) %	CT [tons/day]
CO	1220.64	-76.6	285.63	-95.2	58.59
NOx	207.51	-75.3	51.25	-94.9	10.58
NH3	5.51	-76.2	1.31	-95.1	0.27
SO2	1.69	-76.2	0.40	-95.1	0.08
PM10	16.88	-75.5	4.14	-94.9	0.86
PM2.5	6.75	-74.6	1.71	-94.8	0.35
non-HAP TOGs	72.81	-76.6	17.04	-95.2	3.49
Benzene	2.47	-77.0	0.57	-95.2	0.12
Formaldehyde	1.66	-74.5	0.42	-94.6	0.09
Acetaldehyde	1.15	-75.7	0.28	-94.9	0.06
Acrolein	0.11	-74.3	0.03	-94.7	0.01
1,3-butadiene	0.44	-76.9	0.10	-95.2	0.02
Naphthalene	0.21	-75.1	0.05	-94.9	0.01
N2O	3.19	-77.2	0.73	-95.3	0.15
CO2	92967.76	-76.0	22312.26	-95.0	4648.39
CH4	3.33	-73.9	0.87	-92.9	0.24

Figure 4: Visualizations of Table 2 emissions for selected pollutants: Benzene, PM 2.5, and NOx.





# RESULTS:

## EMISSION SCENARIOS AND CORRESPONDING CHANGES

Because the emissions inventories are “ground-zero” for a modeling study, comparison of pollutant emissions for each scenario provides insight into potential air quality changes. Table 2 (see page 21) compares projected emissions with the 2013 base case. The Business as Usual Case in 2040 exhibits significant increases in species emissions with respect to the 2013 base case due to the lack of control/retrofit imposition. The other cases show significant decreases in emissions, with 46%-51% for Moderate Electrification and above 93% for Complete Turnover, consistent with the assumptions used to develop these scenarios.

# THE SIMULATION DOMAIN, EPISODE, AND MISCELLANEOUS DETAILS

The simulation domain comprises the 8-county area surrounding Houston at a 1-km resolution and is depicted in Figure 5. Simulations were run for September, using meteorology for 2013. Boundary conditions were obtained from a real-time air quality forecasting system over the United States using the above mentioned CMAQ model at a coarser 12 km resolution; additional details about this modeling system are online: <http://spock.geosc.uh.edu>.

Additionally, both VOC and PM<sub>2.5</sub> emissions need to be speciated for use in the CMAQ model. This is because VOCs differ significantly in their formation to form ozone and secondary organic aerosol due to markedly different molecular structures (e.g. Carter, 1994; Presto et al., 2010; Tkacik et al., 2012, Roy et al., 2016). Additionally, PM<sub>2.5</sub> comprises a large number of species with widely differing properties. For example, elemental carbon (EC) emissions from gasoline and diesel vehicles is a known global warming agent, while sulfate aerosol resulting from the chemistry of SO<sub>2</sub> emissions acts to cool the atmosphere. The speciation was performed as per the Carbon Bond version 5 (CB05) chemistry mechanism (Yarwood et al., 2005), with speciation profiles being taken from the SPECIATE database (USEPA, 2016).

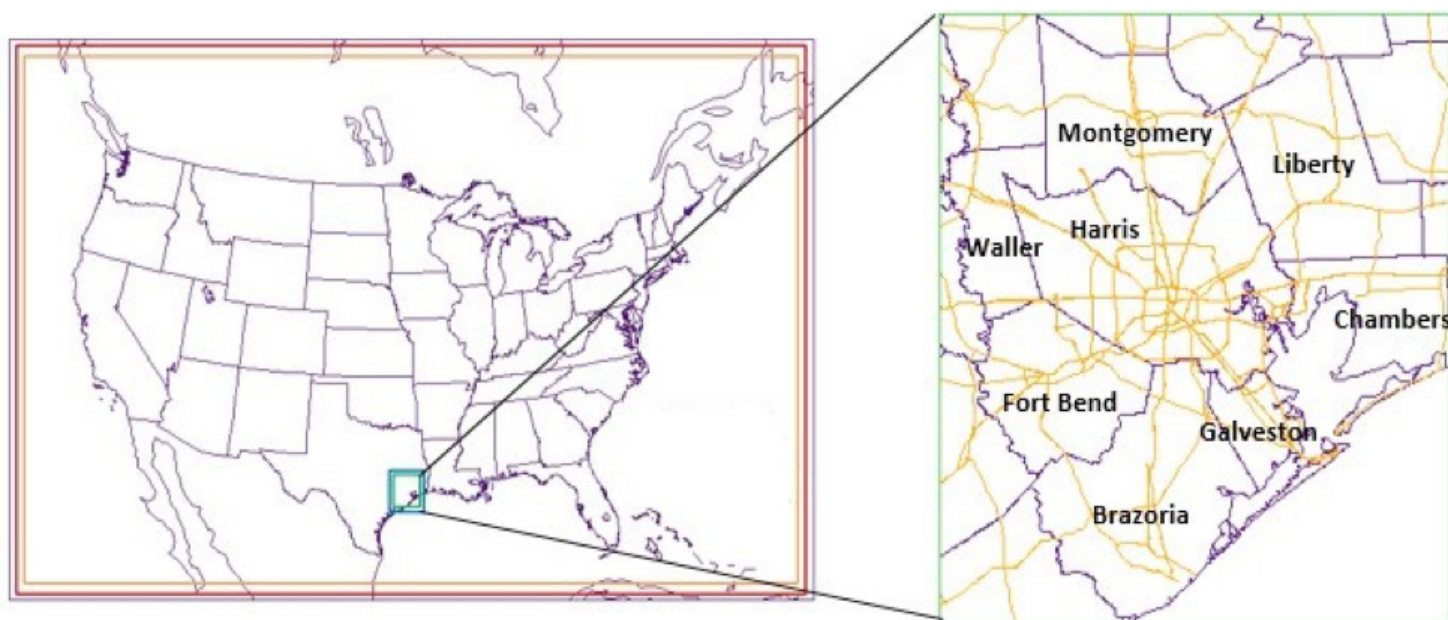


Figure 5: Horizontal domains of WRF and CMAQ at different grid resolution; the HGB 1 km is used in this study while the US 12 km is used to provide boundary conditions. For the zoomed-in plot on the right, roadways are represented in orange and county boundaries in purple.

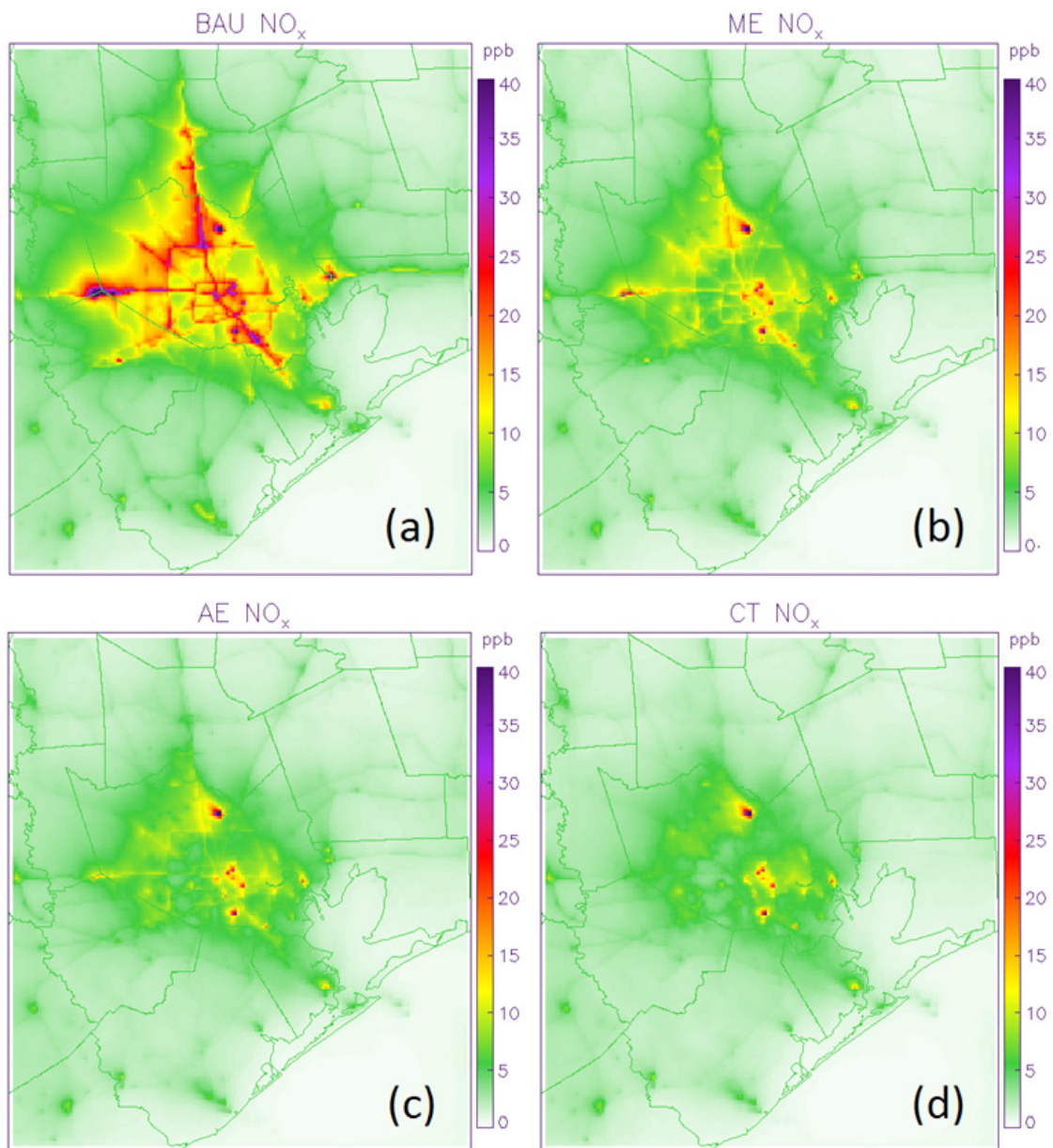


Figure 6: Simulated total NO<sub>x</sub> concentrations (parts per billion, ppb) for the year 2040 in each case: (a) BAU-Business As Usual, (b) ME – Moderate Electrification, (c) AE- Aggressive Electrification, and (d) CT – Complete Turnover.

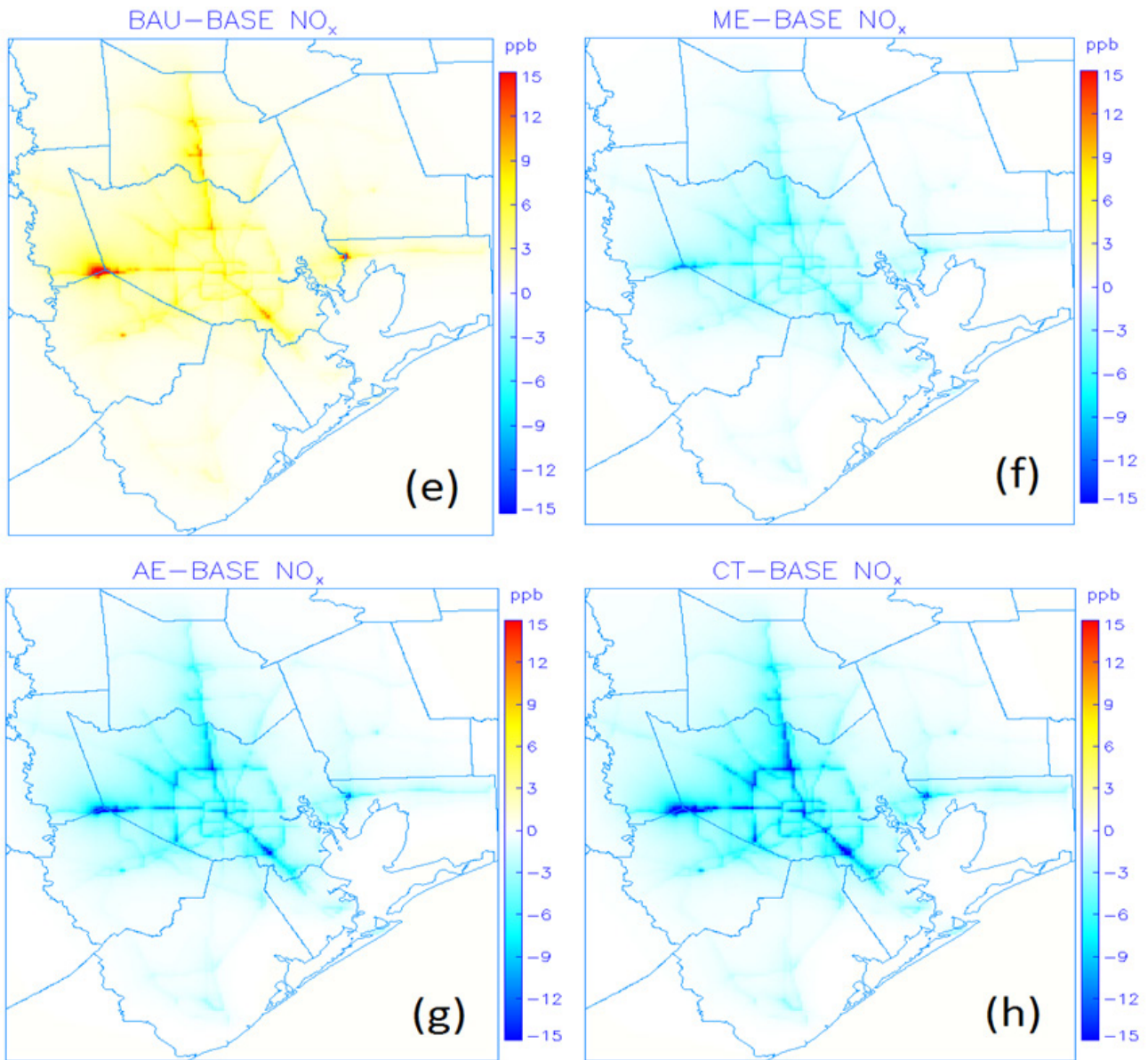


Figure 6: Simulated NO<sub>x</sub> concentration differences (parts per billion, ppb) from 2013 baseline to each 2040 case: (e) BAU-Business As Usual, (f) ME – Moderate Electrification, (g) AE- Aggressive Electrification, and (h) CT – Complete Turnover.



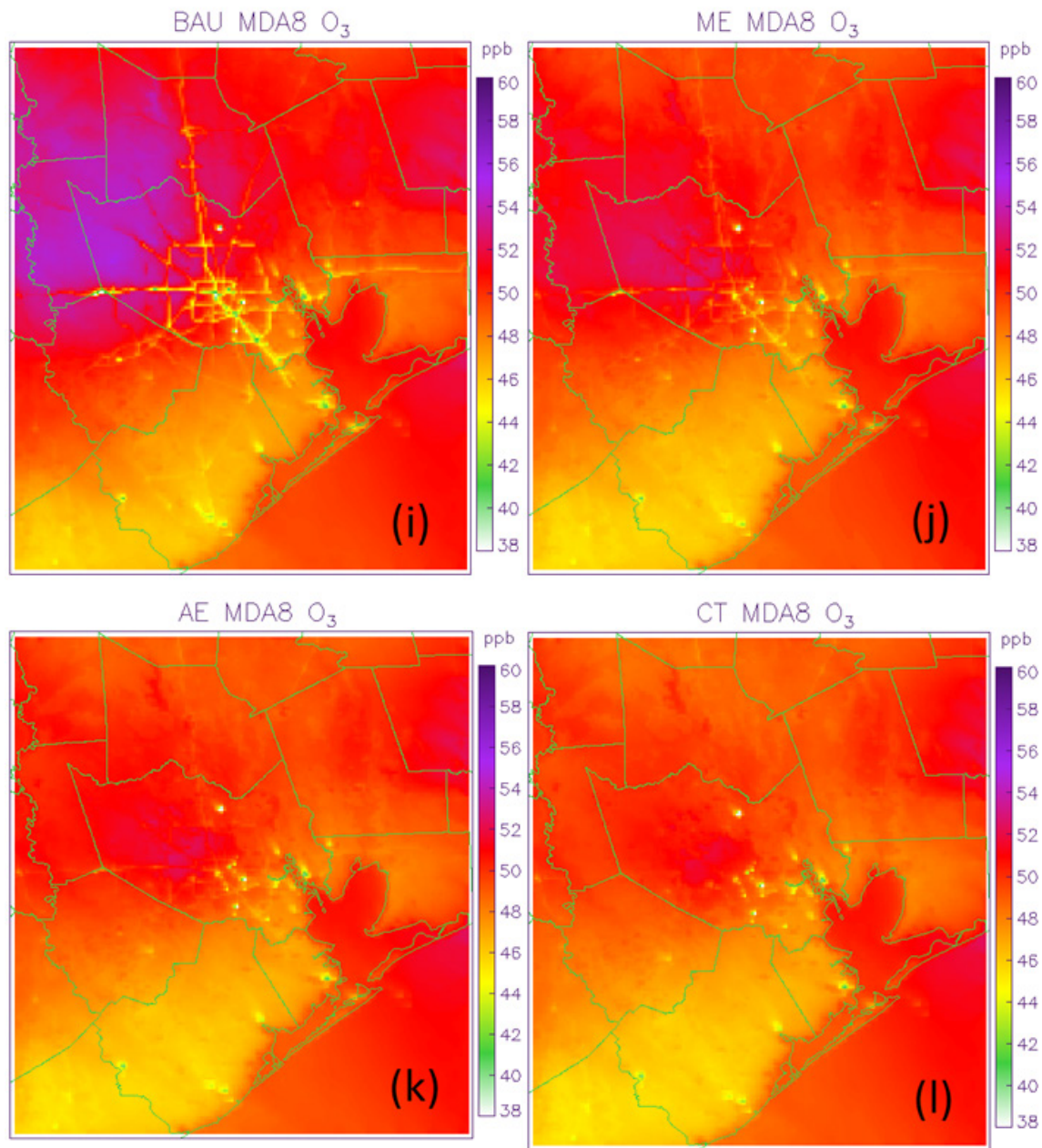


Figure 6: Simulated total Maximum Daily 8-hr Average (MDA8) ozone concentrations (parts per billion, ppb) for the year 2040 in each case: (i) BAU-Business As Usual, (j) ME – Moderate Electrification, (k) AE- Aggressive Electrification, and (l) CT – Complete Turnover.

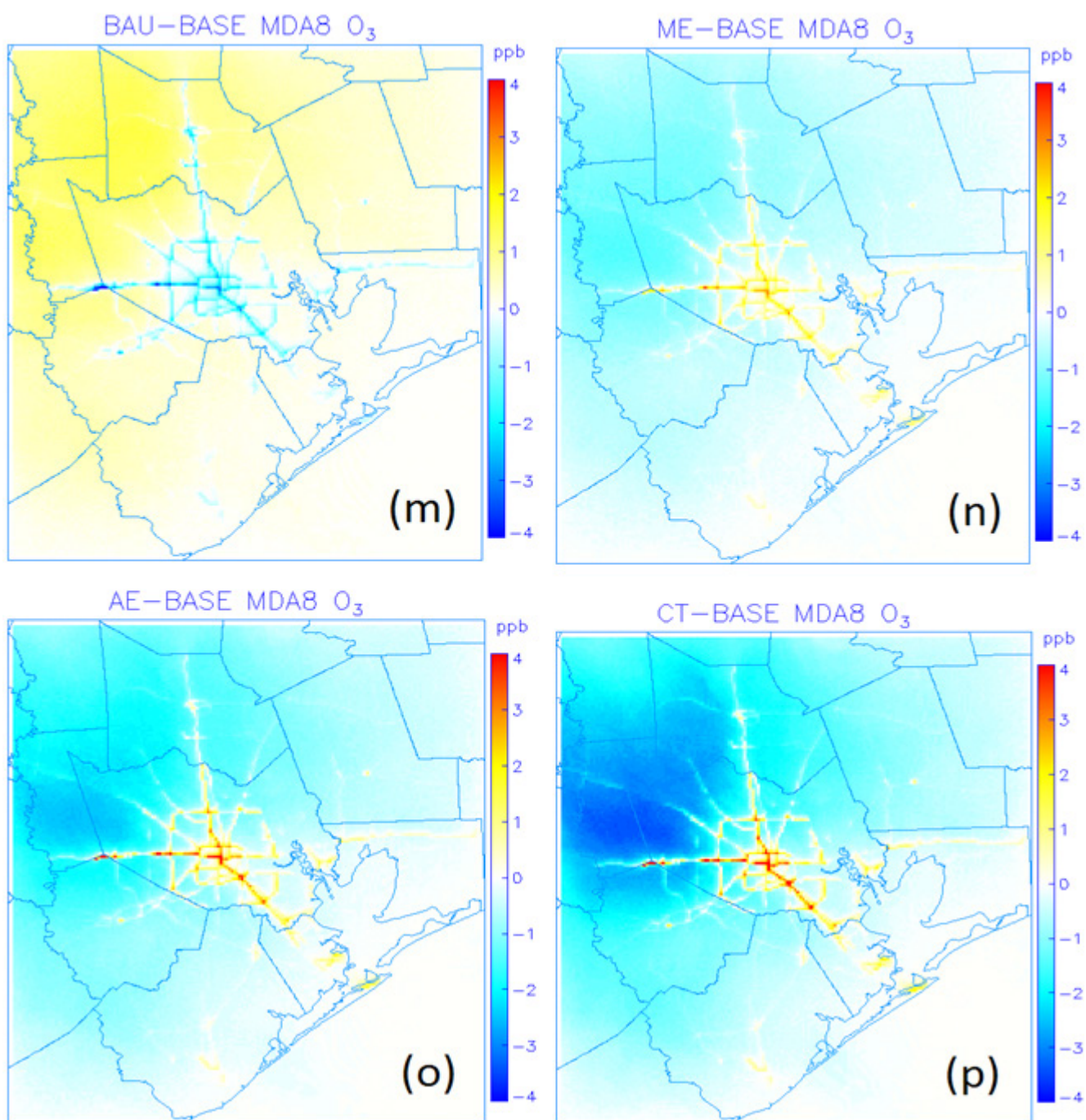


Figure 6: Simulated Maximum Daily 8-hr Average (MDA8) ozone concentration differences (parts per billion, ppb) from 2013 baseline to each 2040 case. (m) BAU-Business As Usual, (n) ME – Moderate Electrification, (o) AE- Aggressive Electrification, and (p) CT – Complete Turnover.



# CMAQ SIMULATION RESULTS:

## OZONE AND NITROGEN OXIDES

Figure 6 plots CMAQ-simulated NO<sub>x</sub> and Maximum Daily 8-hr Average (MDA8) ozone concentrations for the different scenarios. Figures 6(a)-(d) plot absolute NO<sub>x</sub> concentrations, 6(e)-(h) differences of the future scenarios from base case, 6(i)-(l) absolute MDA8 O<sub>3</sub> and 6(m)-(p) differences with respect to the 2013 base case.

As expected, it is predicted in figures 6(a)-(d) that absolute NO<sub>x</sub> concentrations decrease with increasing fleet turnover, electrification, and emissions control.

For example, concentrations hotspots are predicted all over the highway loops over Houston for the BAU case which significantly decrease as we move towards the CT case. In other words, stringent emissions controls/retrofits accompanied with complete fleet turnover result in lower NO<sub>x</sub> emissions and consequently, lower NO<sub>x</sub> concentrations. However, figures 6(i)-(l) which plot ozone concentrations convey a different message. The Business as Usual case shows lowered MDA8 O<sub>3</sub> concentrations over the highway loops, and higher concentrations elsewhere. This can be explained by the fact that highways have significant NO<sub>x</sub> emissions and are therefore NO<sub>x</sub>-saturated. In such areas, O<sub>3</sub> and NO<sub>x</sub> concentrations are inversely correlated as illustrated by previous studies (e.g. Choi et al., 2012). Another interesting point in panel 6(i) illustrates increased ozone concentrations over regions northwest to the loop, due to ozone formation in the outflow of NO<sub>x</sub>-saturated areas. The outflow regions are NO<sub>x</sub>-limited and provide favorable conditions for ozone formation, as illustrated by Pan et al. (2015). With decreasing tighter controls, increased fleet turnover, and decreasing NO<sub>x</sub> concentrations, O<sub>3</sub> concentrations increase along the highway loop and decrease over the outflow. Similar facts are corroborated in figures 6(m)-(p), which show the effects of ozone impacts vis-à-vis the base 2013 case. It is predicted that ozone concentrations due to increased motor vehicle emissions decrease for the BAU case over the NO<sub>x</sub>-saturated areas by 1-3 ppb while increasing 1-2 ppb over the outflow. With increasing controls/turnover/retrofit and lower NO<sub>x</sub> emissions, O<sub>3</sub> concentrations increase by 1-2 ppb over the highways but decrease over the entire outflow surrounding the highway loop, as well as the areas enclosed by the loop. Of note is the CT case where there is a decrease of 3-4 ppb over the northwestern outflow, the same region where significant ozone increase was predicted for the BAU case.

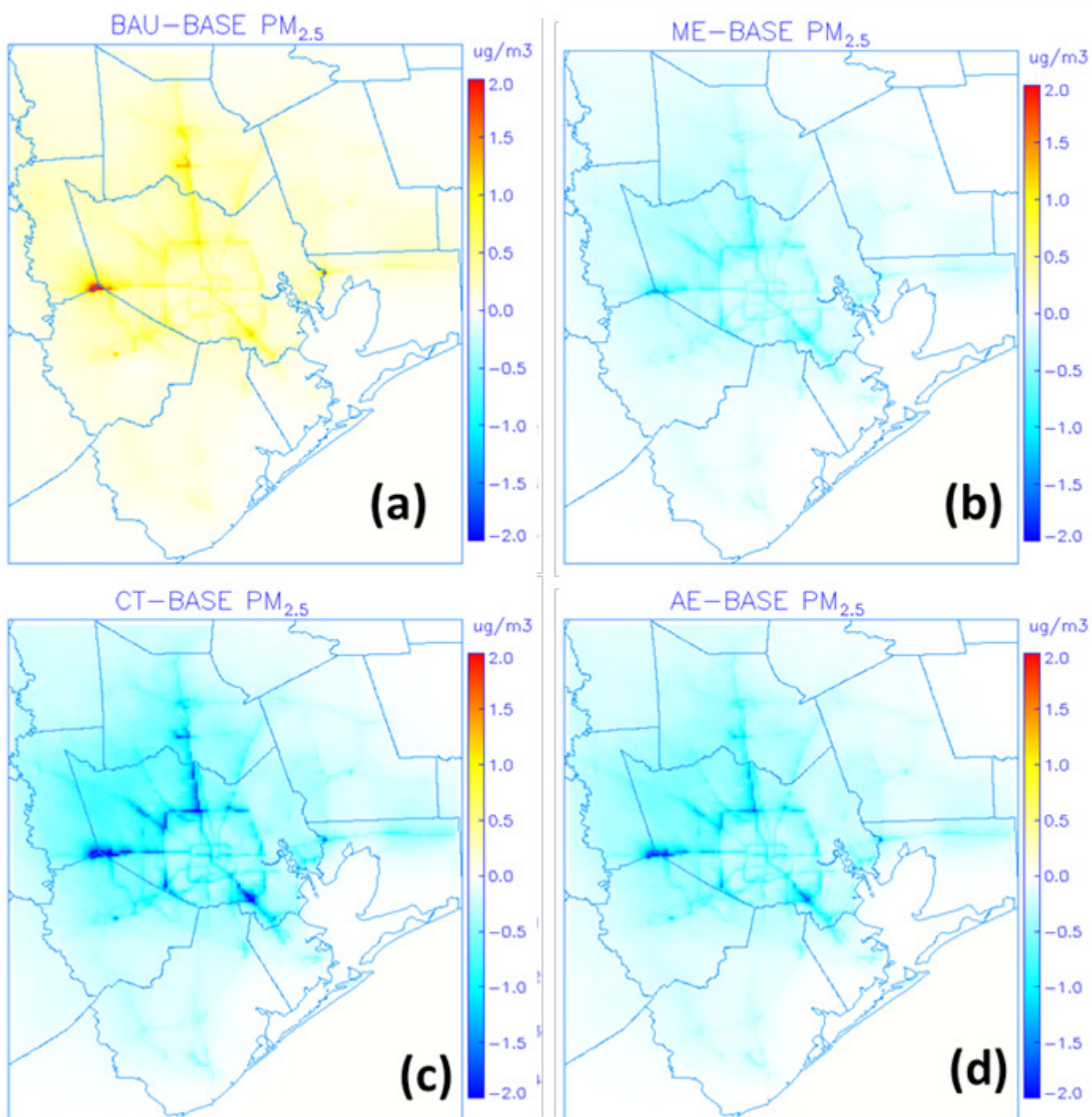


Figure 7: Spatial differences of monthly average PM<sub>2.5</sub> surface concentrations, micrograms per meter cubed ( $\mu\text{g}/\text{m}^3$ ). (a) BAU-Business As Usual, (b) ME – Moderate Electrification, (c) AE- Aggressive Electrification, and (d) CT – Complete Turnover.

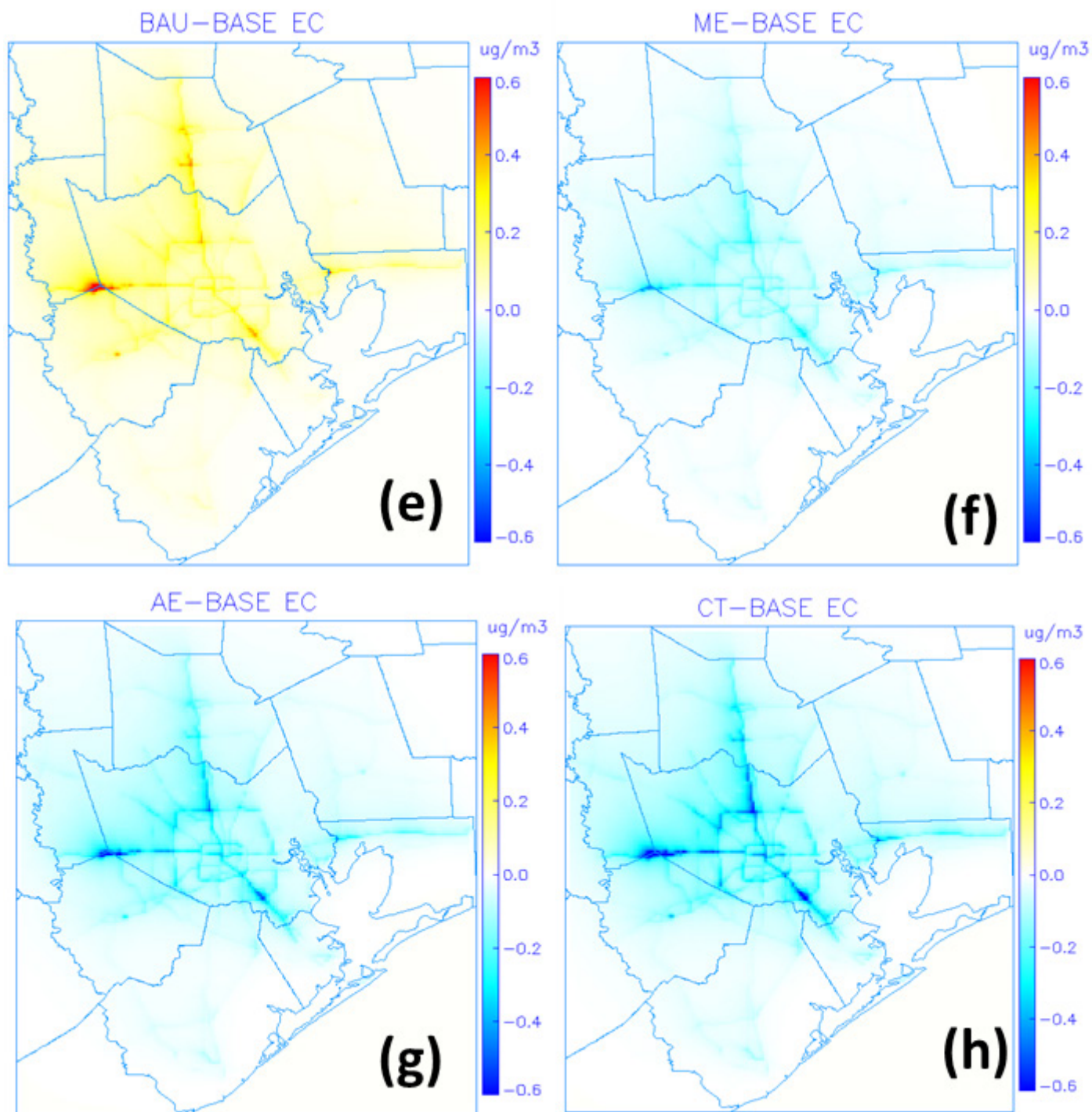


Figure 7: Spatial differences of monthly average elemental carbon surface concentrations, micrograms per meter cubed ( $\mu\text{g}/\text{m}^3$ ). (e) BAU-Business As Usual, (f) ME – Moderate Electrification, (g) AE- Aggressive Electrification, and (h) CT – Complete Turnover.



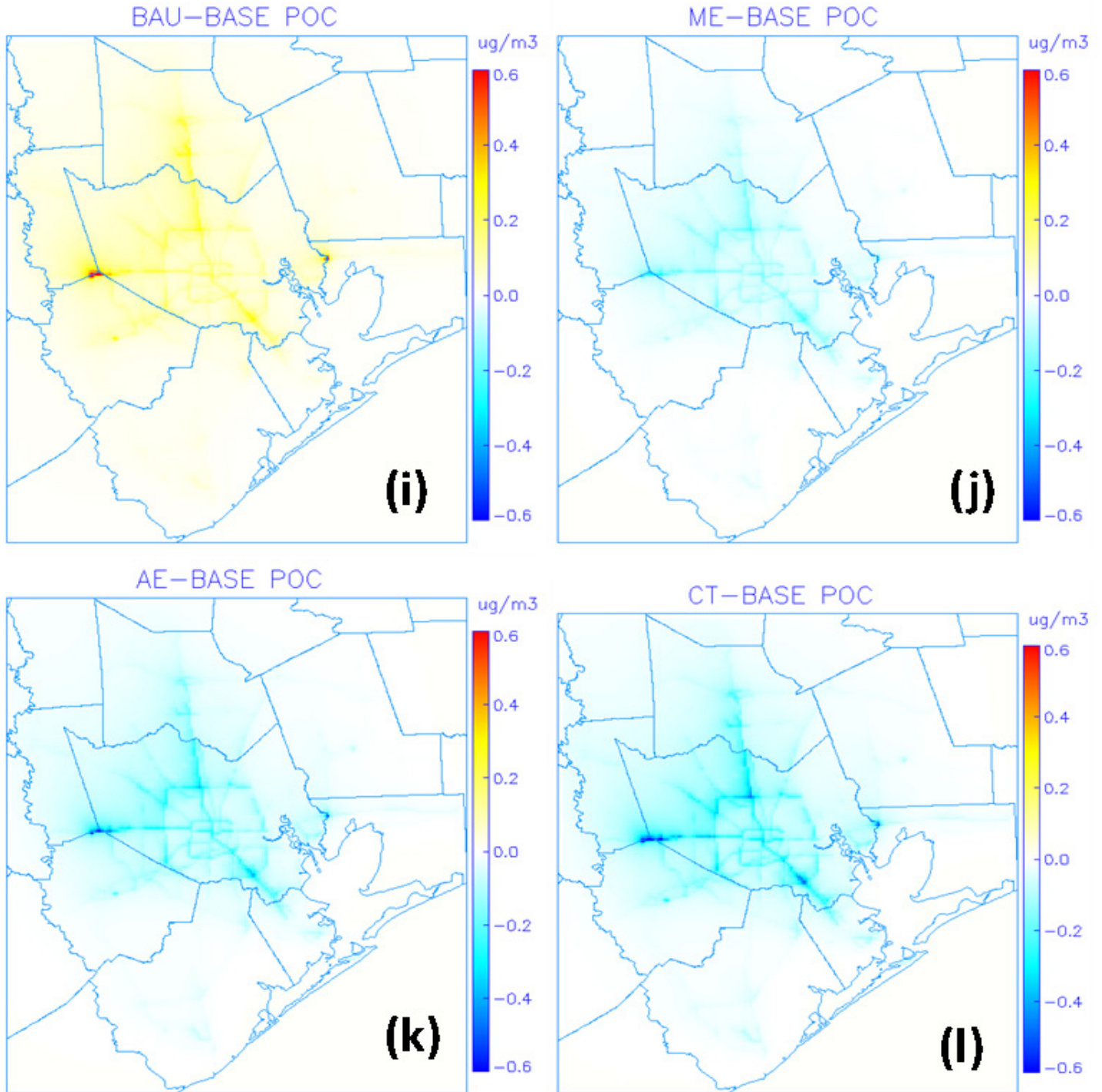


Figure 7: Spatial differences of monthly average particulate organic carbon surface concentrations, micrograms per meter cubed ( $\mu\text{g}/\text{m}^3$ ). (i) BAU-Business As Usual, (j) ME – Moderate Electrification, (k) AE- Aggressive Electrification, and (l) CT – Complete Turnover.

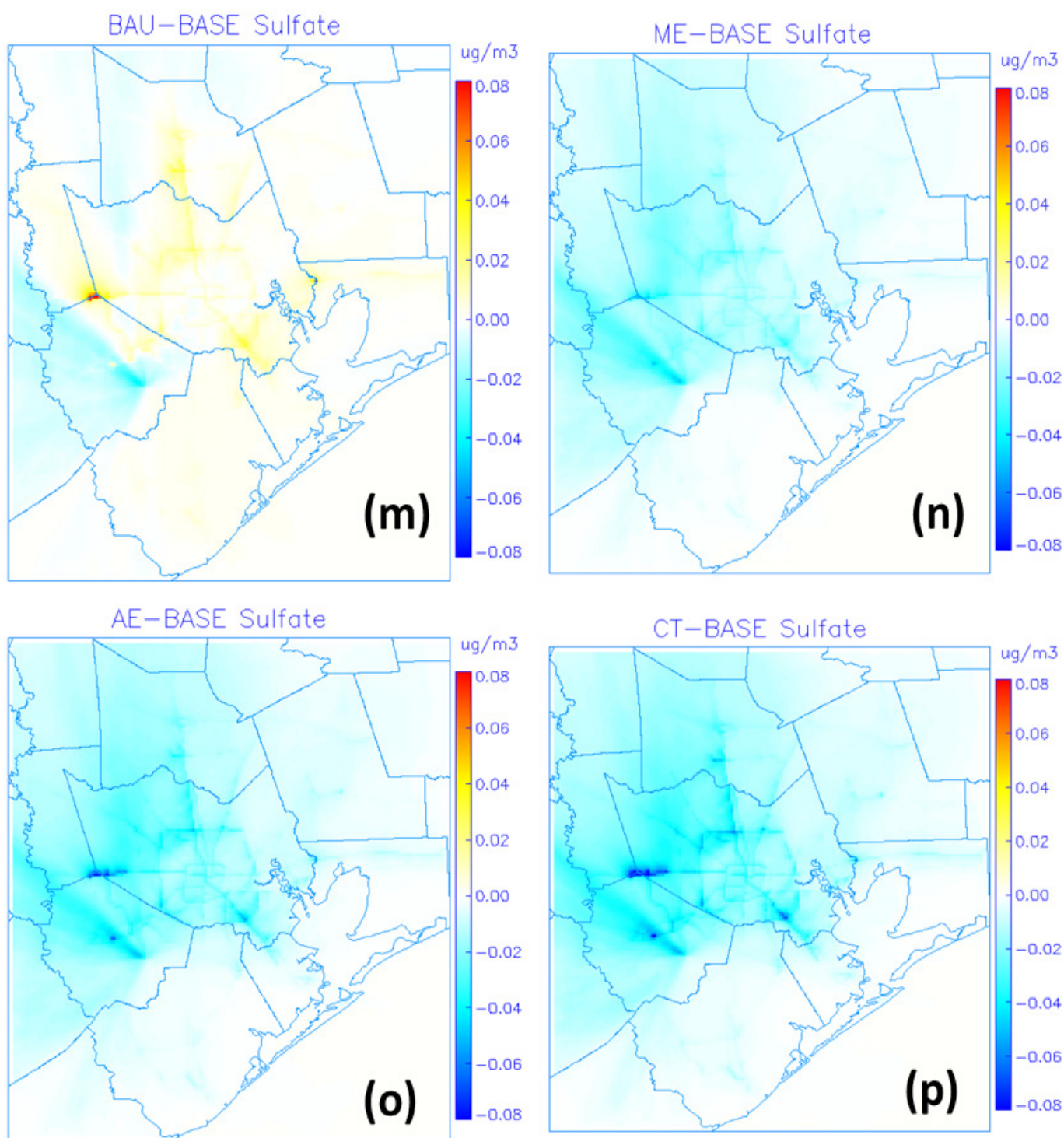


Figure 7: Spatial differences of monthly average sulfate surface concentrations, micrograms per meter cubed ( $\mu\text{g}/\text{m}^3$ ). (m) BAU-Business As Usual, (n) ME – Moderate Electrification, (o) AE- Aggressive Electrification, and (p) CT – Complete Turnover.



# SPECIATED FINE PARTICULATE MATTER



Figure 7 plots the spatial differences between the projected control scenarios and the base 2013 case. The BAU case results in increasing PM<sub>2.5</sub> concentrations by 1-2  $\mu\text{g}/\text{m}^3$  (figures 7(a)-7(d)), while the control scenarios bring about changes between 0.5-2  $\mu\text{g}/\text{m}^3$ . The most dramatic changes occur on the highways, due to a reduction in motor vehicle emissions, as is corroborated in the plots for EC (figures 7 (e-h)) and OC (figures 7(i-l)). The changes in sulfate (figures 7 (m-p)) also mirror EC and OC, but one additional important point is the reduction in sulfate hotspots over areas with EGU emissions. This could be explained by the reduction in coal capacity over these areas.





# HEALTH IMPACTS

This section presents health impacts related to the BAU, ME, AE and CT. Pollutant metrics include Maximum Daily 8-hr Average (D8HourMax) for O<sub>3</sub> and daily 24-hr mean (D24HourMean) for PM<sub>2.5</sub>, respectively. The USEPA's PopGrid program (U.S. EPA, 2017b) was implemented to allocate 2010 block-level U.S. Census population data to our BenMAP domain. Population information is classed into groups of race, ethnicity, genders, and age range. The BenMAP model contains county-level population growth rates for each year from 2000 through 2050.

We evaluated the health endpoint of "Mortality, All Cause" in this study. For O<sub>3</sub>, we chose health impact functions based on the epidemiological studies by Bell et al. (2005), Zanobetti and Schwartz (2008), and Levy et al. (2005), and for PM<sub>2.5</sub>, we chose a study by Krewski et al. (2009). These studies were chosen as their analyses were based on a large geographic area (e.g., 116 U.S. cities in Krewski et al. (2009)). Hence, they are likely to be more representative and applicable to our analysis in the Houston area. Moreover, we also examined several O<sub>3</sub>-induced morbidities (e.g., asthma exacerbation, emergency room visits) and associated benefits. Because the health impact functions for morbidities were derived from fewer cities or smaller time-scale sample sizes, the functions from several epidemiological studies were used to estimate the risk outcome.

We predict that the BAU case will result in an increased number of premature deaths with respect to 2013, but all of the control scenarios will result in prevented mortality with respect to the 2013, as illustrated in Figure 8. For PM<sub>2.5</sub>, the results indicate about 121 more premature deaths in the BAU case, and 109, 177, and 229 prevented premature deaths in the ME, AE, and CT cases, respectively. These findings coincide with trends in PM<sub>2.5</sub> concentration, as depicted in panels (a)-(d) in Figure 7. The findings also roughly correspond to 61% enhancement of PM<sub>2.5</sub> emissions in the BAU case, and 46%, 75%, and 95% reductions in emissions in the ME, AE, and CT cases. An interpretation of the results for O<sub>3</sub>, however, is more complicated because the trends of O<sub>3</sub> change vary spatially (panels (m)-(p) of Figure 6). For instance, in the BAU case, BenMAP would predict an increase in adverse health effects in the downwind area because of increase in O<sub>3</sub> concentrations, while predicting a decrease of damage in the urban and major highways. In contrast, for the other scenarios with emissions reductions (i.e., the ME, AE, and CT cases), the gains in health endpoints in downwind areas are all greater than the losses over the urban highways, resulting in about 5, 11, and 17 prevented premature deaths, respectively. We may expect more health benefits if we extend the simulation domain to cover more places downwind. It should be noted that even in the case of an increase in O<sub>3</sub> concentrations over the urban highways, the reductions in air toxics emissions would occur, so their concentrations would lead to more health benefits. However, the health impact functions for these air toxics are not available in the current BenMAP model. The economic cost (benefit) values generally coincide with premature mortality results. Table 4 shows similar trends in O<sub>3</sub>-induced morbidities and associated benefits. Thus, the emissions reductions scenarios would significantly reduce asthma exacerbation and school loss days, benefiting younger individuals.

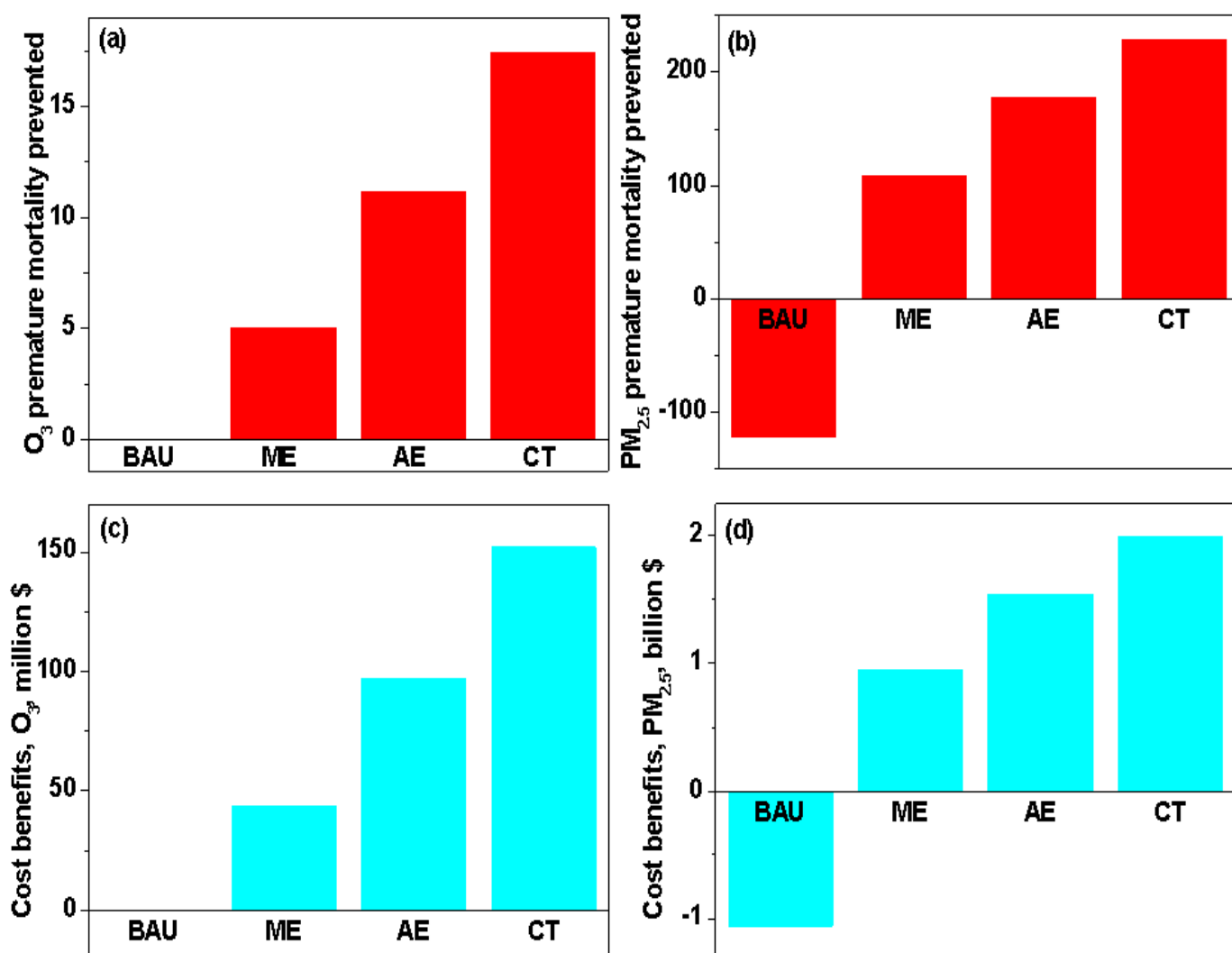


Figure 8. Estimates of avoided mortality and benefits from the changes in  $O_3$  and  $PM_{2.5}$  concentrations in the 2040 scenarios. The age range is 0 to 99 for  $O_3$  and 30 to 99 for  $PM_{2.5}$ . In each plot, positive values indicate the number of premature deaths prevented because of control strategies and the associated benefits achieved, while the negative values in the BAU case indicate an increase in the number of premature deaths and economic losses.

Table 3: Estimates of avoided mortality and benefits from the changes in O<sub>3</sub> and PM<sub>2.5</sub> concentrations in the future year scenarios. The age range is 0 to 99 for O<sub>3</sub> and 30 to 99 for PM<sub>2.5</sub>. Note: The BASE scenario is the baseline case (2013) in the BenMAP model, and the future year scenarios are the different control cases. Positive values indicate the number of premature deaths prevented because of control strategies and the associated benefits achieved, while the negative values in the BAU case indicate an increase in the number of premature deaths and economic losses.

Species	Scenarios	Premature Mortality Prevented	Benefits [Million Dollars, in 2015 currency year]
<b>Ozone</b>	Business As Usual	0	-0.33
	Moderate Electrification	5	43.57
	Aggressive Electrification	11	97.19
	Complete Turnover	17	151.99
<b>PM 2.5</b>	Business As Usual	-122	-1057.69
	Moderate Electrification	109	947.99
	Aggressive Electrification	177	1542.27
	Complete Turnover	229	1993.07

Table 4. Estimates of prevented O<sub>3</sub>-induced morbidities and benefits in the future year scenarios.

Scenarios	Prevented Cases of Asthma exacerbation, one or more symptoms	Benefits [Million Dollars, in 2015 currency year]
Business As Usual	-1213	-0.076
Moderate Electrification	7534	0.475
Aggressive Electrification	16119	1.016
Complete Turnover	24652	1.554
	<b>Prevented Emergency room visits, Asthma</b>	
Business As Usual	-1	-0.001
Moderate Electrification	20	0.01
Aggressive Electrification	43	0.023
Complete Turnover	67	0.036
	<b>School loss days, Prevented</b>	
Business As Usual	-833	-0.088
Moderate Electrification	5,518	0.585
Aggressive Electrification	11,844	1.255
Complete Turnover	18,153	1.924
	<b>Prevented Hospital admissions, All respiratory</b>	
Business As Usual	0	-0.002
Moderate Electrification	4	0.133
Aggressive Electrification	8	0.294
Complete Turnover	13	0.459

# SUMMARY, CONCLUSIONS, AND FUTURE WORK

Four emissions scenarios were considered to understand the effects of future control technologies, fleet turnover and electrification for both gasoline and diesel vehicles on air quality and health impacts over the 8-county area surrounding Houston, which is in nonattainment for ozone with respect to the new EPA standard of 70 ppb. For each case, the vehicular activities (Vehicle Miles Traveled, Vehicle Population and Hoteling hours) were scaled to reflect future population increases and vehicle usage. The cases considered included Business as Usual (projected increased activity with no new controls/retrofits/fleet turnover), Moderate Electrification (35% of the fleet assumed to be electric, 33% clean combustion technologies/retrofitted and 32% current vehicles), Aggressive Electrification (70% electric, 15% clean combustion technologies and 15% current) and Complete Turnover (65% clean combustion technologies, 35% electric). These turnover assumptions were applied to aggregate emissions from both gasoline and diesel vehicles. The emissions were modeled and speciated using the Motor Vehicle Emissions Simulator and the USEPA's SPECIATE database. They were temporally and spatially allocated to a 1-km grid using the Sparse Matrix Operator Kernel Emissions model. Using a fine resolution of 1-km helped to identify NO<sub>x</sub>-saturated and NO<sub>x</sub>-sensitive areas over the simulation domain.

The Business As Usual Case represented increased emissions with no controls. Consequently, ozone concentrations along highways decreased due to NO<sub>x</sub>-titration for this case. However, it resulted in significant ozone formation in the NO<sub>x</sub>-limited outflow over the regions bordering the I-610 highway loop in Houston. The emissions control cases all resulted in ozone increases along the highways, due to decreasing saturation. However, the emissions control cases resulted in ozone reduction both in the regions enclosed by the highways as well as the outflow. Simulated PM<sub>2.5</sub> concentrations showed elemental and organic carbon hotspots along the highways, which decreased with increasing control and fleet turnover. One important point was the removal of sulfate hotspots in 2040 due to fossil fuel retirement.

Our health impact assessments indicated that while the Business As Usual case would lead to 122 additional premature deaths, the Moderate Electrification, Aggressive Electrification, and Complete Turnover scenarios prevented 114, 188, and 246 premature deaths, respectively. Further, the prevented morbidities and economic costs (benefits) generally mirrored premature mortality. These findings can potentially shed light on the effects of mobile emissions control strategies in other urban environments. Large urban cities can benefit significantly from reductions in PM<sub>2.5</sub> pollution if local emissions from the transportation sector are controlled, while efficient O<sub>3</sub> pollution reductions primarily occur in downwind areas.

One advantage over the 8-county area is the significant retirement of fossil capacity and consequent replacement by renewables as indicated by Borkar et al. (2016). This can provide an impetus to clean electrification in Texas, but these efforts might not be replicable everywhere. For example, a significant fraction of the generation in states such as Pennsylvania and Ohio is by coal, and the added load due to electrification could exacerbate an existing nonattainment problem. Hence, several scenarios need to be investigated over the continental United States to understand the overall effects of fleet electrification and long-range transport of emissions.

This study assumes the added load because of motor vehicle electrification will be borne by the upcoming renewable electricity generating capacity. This is a bounding estimate as the renewable capacity might not be adequate to meet electrification demands, a fraction of which would then be needed to transfer to the fossil capacity. Hence, electricity demand needs to be wisely allocated to minimize emissions. Another uncertainty not considered in this study is changing climate in 2040, which would invariably affect emissions and future EGU load. Further modeling and analyses needs to be conducted on these points to get a clearer picture of motor vehicle electrification with load on residual fossil capacity in the light of changing climate.

This is a pilot study to show how the combined effects of a greening grid, emissions control, and fleet electrification can improve air quality and health indicators over the 8-county area surrounding Houston. There are several studies which can offshoot from this – one being the effects of truck stop electrification being studied in detail to identify the candidate stops for electrification, which can be extended to buses (especially school buses) to reduce idling hours and hence improve fuel consumption. The additional investigation can also be done to understand expenses per mile for newer gasoline and diesel vehicle vis-à-vis electric vehicles for different combustion, emissions control and battery technologies, and amalgamated with a change in health costs due to cleaner air, to understand the total monetary benefits/disadvantages of fleet electrification for vehicle owners.

# AUTHOR BIOS



Dr. Yunsoo Choi received a Ph.D. in Atmospheric Chemistry (2007) from Georgia Institute of Technology, and B.S. in Chemistry (1994) from Hanyang University (in Korea) and M.S. in Physical Chemistry from Hanyang University (1996) and in Biophysical Chemistry (1999) from University of California in Irvine (1999). His Ph.D. topic is about the Spring and Summer transitions of ozone and its precursors over North America and photochemistry over Antarctica using Regional chEmical trAnsport Model (REAM: developed by Dr. Choi and his supervisor). After graduation, he worked as a Postdoctoral Research Scientist at California Institute of Technology/Jet Propulsion Laboratory, where he worked on the evaluation of satellite retrieval products. In February 2010, he joined NOAA Air Resource Laboratory as a staff scientist, where he worked on developing chemical and physical modules of Air Quality Forecasting system. After he shortly worked for NASA OMI satellite team for April-August of 2012 and joined the University of Houston as an assistant professor since the fall semester of 2012 and is an associate professor at the Department of Earth and Atmospheric Sciences of UH now. Over the period at UH, with his group members, he has established UH Air Quality Forecasting (UH-AQF) system to provide 48 hour forecasting results for ozone and particulate matters (PM) and their ingredients for local users, atmospheric scientists and air pollution policymakers including diverse end-users of the forecasting system (see the details, <http://spock.geosc.uh.edu>). He also initiated several Artificial Intelligence machine learning projects for diverse atmospheric sciences such as air quality forecasting, climate change (and future energy usage) and air pollution, energy land mapping for renewable energy, extracting surface air pollution data from remote sensing, and forecasting Hurricane's track and strength. His UH research group was/is working on diverse projects on atmospheric chemistry, air pollution, climate change, and disaster relief funded by the university, non-governmental, state, federal and overseas organizations.





Dr. Anirban Roy is currently working as an Air Resource Engineer with the California Air Resources Board headquarters in Sacramento. He holds a PhD in Mechanical Engineering from Carnegie Mellon University. His research broadly focuses on sustainable energy and transportation. He has looked at understanding the bias in receptor models for our current understanding of the gasoline-diesel split in contributions to organic carbon and evaluated the effects of control technologies and strategies on unconventional gas development emissions and subsequent air quality in the Marcellus Shale. During his postdoctoral stint at the University of Houston, he has evaluated the effects of temperature and driving conditions on gasoline exhaust VOC speciation, and briefly worked on using machine learning to fill in missing data in an air quality time series.



Ebrahim Eslami received his BSc in Civil Engineering from the Sharif University of Technology in Iran in 2008. He continued his research as a research flow at SINTEF in Norway in 2009 and 2010. Then he worked as an Engineer-in-Training in several construction companies in Iran between 2011 and 2014. He received his Master's in Environmental Engineering from the University of Tehran in 2016. Since 2016, he is a PhD candidate of Atmospheric Sciences at the University of Houston. His main interests are deep learning, health and cost impact of air pollution and advanced environmental data analysis.



Dr. Shuai Pan is currently a postdoctoral associate at Cornell University. He is working on assessing the impact of energy transitions on transportation emissions, air quality, and community health. He completed his Ph.D. in atmospheric science from the University of Houston. His Ph.D. work includes the investigation of ozone sensitivity to precursors' emissions and meteorology, deciphering ozone exceedance formation at coastal urban environment, and fine resolution (1 km) modeling. He received B.S. and M.S. in atmospheric science from Nanjing University of Information Science and Technology (NUIST), China, where he designed circuit boards for a flight mill and processed radar signals to study insect flight patterns.

# ACKNOWLEDGEMENTS

This project was supported by a grant from the Healthy Port Communities Coalition and the Public Citizen Foundation titled “A Zero Emissions Alternative Goods Movement Vision for the Houston Region.” The authors thank Dennis Perkinson at the Texas Transportation Institute for sharing future activity data, Stephanie Thomas and Tom Smith of Public Citizen, and Warren Lasher from ERCOT for their insightful comments and suggestions.

# REFERENCES

Bell, M. L., Dominici, F., Samet, J. M., 2005. A meta-analysis of time-series studies of ozone and mortality with comparison to the national morbidity, mortality, and air pollution study. *Epidemiology*, 16(4), 436-45.

Bloomberg New Energy Finance, 2016. Electric vehicles to be 35% of global new car sales by 2040. <https://about.bnef.com/blog/electric-vehicles-to-be-35-of-global-new-car-sales-by-2040/>

Borkar, S., Opheim, C., Murray, D. and Bilo, J., 2016. ERCOT System Planning: 2016 Long-Term System Assessment for the ERCOT Region Version 1.0.

Byun, D. and Schere, K. L., 2006. Review of the governing equations, computational algorithms, and other components of the Models-3 Community Multiscale Air Quality (CMAQ) modeling system, *Appl. Mech. Rev.*, 59, 51–77.

Carter, W.P.L., 1994. Development of Ozone Reactivity Scales for Volatile Organic Compounds, *Journal of the Air and Waste Management Association*, 44, 881-899.

Choi, Y., Kim, H., Tong, D., and Lee, P., 2012. Summertime weekly cycles of observed and modeled NO<sub>x</sub> and O<sub>3</sub> concentrations as a function of satellite-derived ozone production sensitivity and land use types over the Continental United States, *Atmospheric Chemistry and Physics*, 12, 6291-6307.

Choi, 2014. The impact of satellite-adjusted NO<sub>x</sub> emissions on simulated NO<sub>x</sub> and O<sub>3</sub> discrepancies in the urban and outflow areas of the Pacific and Lower Middle US, *Atmospheric Chemistry and Physics*, 14, 675-690.

Choi, Y. and Souri, A.H., 2015a. The seasonal behavior and long-term trends of tropospheric ozone, its precursors and chemical conditions over Iran: a view from space, *Atmospheric Environment*, 106, 232-240.

Choi, Y. and Souri, A.H., 2015b. Chemical condition and surface ozone in large cities of Texas During the last decade: observational evidence from OMI, CAMS, and model analysis, manuscript accepted for publication at Remote Sensing of the Environment.

Choi, S., Joiner, J., Choi, Y., Duncan, B., Vasilkov, A., Krotkov, N., Bucsela, E., First Estimate of global free tropospheric NO<sub>2</sub> abundances derived using a cloud slicing technique applied to Satellite observations from the Aura Ozone Monitoring Instrument (OMI), 2014, Atmospheric Chemistry and Physics, 14(19), 10565-10588

Choi, Y., Osterman, G., Eldering, A., Wang, Y. and Edgerton, E., 2010. Understanding the contributions of anthropogenic and biogenic sources to CO enhancements and outflow observed over North America and the western Atlantic Ocean by TES and MOPITT, Atmospheric Environment, doi:10.1016/j.atmosenv.2010.01.029

Choi, Y., Kim, J., Eldering, A., Osterman, G., Yung, Y. L. and Liou, K. N., 2009. Lightning and anthropogenic NO<sub>x</sub> sources over the U.S. and the western North Atlantic Ocean: Impact on OLR and radiative effects, Geophysical Research Letters, 36, L17806, doi: 10.1029/2009GL039381.

Diao, L., Choi, Y., Czader, B., Li, X., Pan, S., Roy, A., Souri, A.H., and Estes, M., 2016a. Discrepancies between modeled and observed nocturnal isoprene in an urban environment and the possible causes: A case study in Houston, Atmospheric Research, 181, doi:/10.1016/j.atmosres.2016.07.009.

Diao, L., Roy, A., Czader, B., Pan, S., Jeon, W., Souri, A.H., Choi, Y., 2016b. Modeling the effect of relative humidity on nitrous acid formation in the Houston area, Atmospheric Environments, 131, doi:10.1016/j.atmosenv.w2016.01.053.

Houyoux, M., Vukovich, J., Brandmeyer, J., 2000. Sparse Matrix Operator Kernel Emissions Modeling System: SMOKE User Manual. MCNC-North Carolina Supercomputing Center. <http://www.cmascenter.org/>.

Krewski D, Jerrett M, Burnett R, et al., 2009. Extended follow-up and spatial analysis of the American Cancer Society linking particulate air pollution and mortality. Health Effects Institute, Cambridge, MA.

Li, X., Choi, Y., Czader, B., Roy, A., Kim, H.C., Lefer, B., and Pan, S., 2016. The impact of observation nudging on simulated meteorology and ozone concentrations during DISCOVER-AQ 2013 Texas campaign, Atmospheric Chemistry and Physics, 16(5), 3127-3144, doi:10.5194/acp-16-3127-2016.

Malm, W.C., Schichtel, B.A., Pitchford, M.L., 2011. Uncertainties in PM<sub>2.5</sub> Gravimetric and Speciation Measurements and What We Can Learn from them. Journal of the Air and Waste Management Association, 61, 1131-1149.

Pan, S., Choi, Y., Roy, A., Li, X., Jeon, W., Souri, A.H., 2015. Modeling the uncertainty of several VOC and its impact on simulated VOC and ozone in Houston, Texas. *Atmospheric Environment*, 120, 404-416.

Pan, S., Choi, Y., Jeon, W., Roy, A., Westenbarger, D., and Kim, H.C., 2017a. Impact of high-resolution sea surface temperature, emission spikes and wind on simulated surface ozone in Houston, Texas during a high ozone episode, *Atmospheric Environment*, doi:10.1016/j.atmosenv.2016.12.030.

Pan, S., Choi, Y., Roy, A., Jeon, W., 2017b. Allocating emissions to 4 km and 1 km horizontal spatial resolutions and its impact on simulated NO<sub>x</sub> and O<sub>3</sub> in Houston, TX. *Atmos. Environ.*, 164, 398-415.

Presto, A.A., Miracolo, M.A., Donahue, N.M., Robinson, A.L., 2010. Secondary Organic Aerosol Formation from High-NO<sub>x</sub> Photo-Oxidation of Low Volatility Precursors: n-Alkanes. *Environmental Science and Technology*, 44, 2029-2034.

Roy, A.A., P.J. Adams and A.L. Robinson, 2014. Air pollutant emissions from the development, production, and processing of Marcellus Shale natural gas, *Journal of the Air & Waste Management Association*, 64(1), 19-37.

Roy, A., Sonntag, D., Cook, R., Yanca, C., Schenk, C., Choi, Y., 2016. Effect of Ambient Temperature on Total Organic Gas Speciation Profiles from Light-Duty Gasoline Vehicle Exhaust. *Environmental Science and Technology*, DOI:10.1021/acs.est.6b01081

Skamarock, W.C., Klemp, J.B., Dudhia, J., Gill, D.O., Barker, D.M., Duda, M.G., Huang, X-Y, Wang, W., Powers, J.G., 2008. A description of the Advanced Research WRF Version 3. [http://www.mmm.ucar.edu/wrf/users/docs/arw\\_v3.pdf](http://www.mmm.ucar.edu/wrf/users/docs/arw_v3.pdf)

Souri, A.H., Choi, Y., Jeon, W., Li, X., Pan, S., Diao, L., and Westenbarger, D., 2016a. Constraining NO<sub>x</sub> emissions using satellite NO<sub>2</sub> measurements during 2013 DISCOVER-AQ Texas campaign, *Atmospheric Environment*, 131, doi:10.1016/j.atmosenv.2016.02.020.

Souri, A.H., Choi, Y., Li, X., Kotsakis, A., and Xun, J., 2016b. 1 15-year climatology of wind pattern impacts on surface ozone in Houston, Texas, *Atmospheric Research*, 174, doi:10.1016/j.atmosres.2016.02.007.

TCEQ, 2015. On Road, Mobile Source Trend Emissions Inventories for All 254 Counties in Texas for 1999 – 2050. [https://www.tceq.texas.gov/assets/public/implementation/air/am/contracts/reports/mob/5821111226FY1514-20150807-tti-MOVES2014\\_Onroad\\_EI\\_Trends\\_1990\\_2050.pdf](https://www.tceq.texas.gov/assets/public/implementation/air/am/contracts/reports/mob/5821111226FY1514-20150807-tti-MOVES2014_Onroad_EI_Trends_1990_2050.pdf)



Tkacik, D.S., Presto, A.A., Donahue, N.M., Robinson, A.L., 2012. Secondary Organic Aerosol Formation from Intermediate-Volatility Organic Compounds: Cyclic, Linear, and Branched Alkanes. *Environmental Science and Technology*, 46, 8773-8781.

USEPA, 2012. Regulatory Impact Analysis for the Final Revisions to the National Ambient Air Quality Standards for Particulate Matter. <https://www3.epa.gov/ttnecas1/regdata/RIAs/finalria.pdf>

USEPA, 2015. Regulatory Impact Analysis for the Proposed Cross-State Air Pollution Rule (CSAPR) Update for the 2008 Ozone National Ambient Air Quality Standards (NAAQS) [https://www.epa.gov/sites/production/files/2015-11/documents/csapr\\_update\\_ria.pdf](https://www.epa.gov/sites/production/files/2015-11/documents/csapr_update_ria.pdf)

USEPA, 2016. SPECIATE Documentation. <https://www.epa.gov/air-emissions-modeling/speciate-documentation>

USEPA, 2017a. MOVES2014a: Latest Version of Motor Vehicle Emission Simulator (MOVES). <https://www.epa.gov/moves/moves2014a-latest-version-motor-vehicle-emission-simulator-moves>

USEPA, 2017b. Environmental Benefits Mapping and Analysis Program - Community Edition (BenMAP-CE). <https://www.epa.gov/benmap>

Yarwood, G., Rao, S., Yocke, M., Whitten, G.Z., 2005. Final Report: Updates to the Carbon Bond Mechanism: CB05. [http://www.camx.com/files/cb05\\_final\\_report\\_120805.aspx](http://www.camx.com/files/cb05_final_report_120805.aspx)

Zanobetti, A., and Schwartz, J., 2008. Mortality displacement in the association of ozone with mortality: an analysis of 48 cities in the United States. *Am J Respir Crit Care Med*, 177, 184-189.





MAY 13 2019

May 7, 2019

Bob Kuter  
1707 Yale St.  
Houston, Tx 77008

To whom it may concern,

I Robert Kuter do hereby request that the following proposals to be considered for the long term transportation needs of the greater Houston area.

Hub + Spoke intermodal transportation centers be built in order to reduce congestion and pollution and to provide commuters a quicker commute.

- The proposed metro rail line extension plan of either the green or purple line be abandoned for the time being. The state is close to deciding when to extend Spur 5 from the University of Houston to Hobby Airport and ~~be~~ points further south. Metro is proposing BRT lines to the University of Houston. My proposal is to have an intermodal station to be built ~~where~~ connecting the Metro's purple line, the BRT lanes to be constructed and a rail line (preferable Mono-Rail) or a BRT line that runs parallel to the Spur 5 highway and to be constructed at the same time to reduce costs.

Sincerely  
Robert D. Kuter



**Chairman of the Board**  
Keith Vrana  
Consolidated Mills, Inc.

**Board of Directors**

Peter Barnhart  
Towne Lake  
Austin Bless  
City of Jersey Village  
Jim Brown  
HCA Houston Healthcare North Cypress  
Leslie Francis  
Cypress-Fairbanks Independent School District  
Debbie Gibson  
McCall Gibson Swedlund Barfoot, PLLC  
Dr. Mark Henry  
Cypress-Fairbanks Independent School District  
Elizabeth Hilbun  
The Hilbun Law Firm, P.C.  
Dr. Seelva Keshvala  
Lone Star College-CyFair  
Dr. Michael McFrazier  
Prairie View A&M University  
Heath Melton  
Bridgeland  
Julie Peterson  
Houston Methodist Willowbrook Hospital  
Heath Rushing  
Memorial Hermann Cypress Hospital  
Craig Soudelier  
Soudelier Group, Inc.  
Larry Womack  
Copperfield Church

**President**

Leslie Martone

**Developer's Circle**

America's ER and Medical Center  
Bridgeland  
Caldwell Companies  
City of Jersey Village  
Cypress-Fairbanks Independent School District  
Emerson Process Management  
HCA Houston ER 24/7 Cy-Fair  
HCA Houston Healthcare North Cypress  
Houston Methodist Willowbrook Hospital  
Jersey Meadow Golf Course  
Memorial Hermann Cypress Hospital  
Prairie View A&M University  
Sysco Business Services  
Toshiba International Corporation  
Towne Lake

**Chairman's Circle**

Amerant Bank, N.A.  
CenterPoint Energy  
Consolidated Mills, Inc.  
Daikin  
Keeton Contract Services, Inc.  
MD Anderson Cancer Center  
Mischer Investments, LP  
Northwest Dodge Chrysler Jeep Ram  
Texas-IBI Group, Inc.  
University of Houston Downtown, NW Campus

**Platinum Investors**

Alicia's Mexican Grille, Inc.  
AT&T Mobility  
Avanti Senior Living  
Brooks & Sparks, Inc.  
Core+ Tax and Financial Strategies  
CU Alliance, LLC  
Cy-Fair Animal Hospital  
Encompass Health Rehabilitation Hospitals  
FedEx Ground  
First Community Credit Union  
Guaranty Bank & Trust  
HEB  
Kwik Kopy Business Solutions  
Lone Star College-CyFair  
Louetta Automotive  
Macy's Willowbrook  
Massage Heights  
McCall Gibson Swedlund Barfoot, PLLC  
Oil Ranch  
OneDigital Health and Benefits  
Parkway Chevrolet, Inc.  
Primeway Federal Credit Union  
Rosehill Beer Garden  
Sappington Engineering, LLC  
Silver Eagle Distributors, L.P.  
Soto's Cantina  
Telge Roofing  
The Backyard Grill  
Transamerica Financial Advisors/WFG  
U.S. Army - Cypress Recruiting Station  
Villa Sport Athletic Club and Spa  
West Belt Surveying, Inc.  
Whataburger, Inc.  
Windermere Dental Group  
Woodforest National Bank

# CY-FAIR HOUSTON

## Chamber of Commerce

May 7, 2019

**MAY 13 2019**

Mr. Alan Clark, MPO Director  
Houston-Galveston Area Council  
Transportation Policy Council  
3555 Timmons Lane, Suite #120  
Houston, TX 77027

RE: Letter of Support for Greenhouse Road Underpass @ US 290 TIP Application

Dear Mr. Clark and Members of the TAC & TPC Members,

On behalf of the Cy-Fair Houston Chamber of Commerce, we would like to thank you and the H-GAC staff for the approval of Greenhouse Road Underpass @ US 290 TIP Application to the 2045 RTP. This major thoroughfare connection is critical to accommodate the rapid growth that H-GAC has projected for the Cy-Fair and Cypress region as it absorbs new population equivalent to the current population of Denver within 3 miles of Greenhouse and 290.

We submit this letter of support for funding of the Greenhouse Road Underpass @ US 290. Our area is growing, and we have over 19,000 acres of vacant land within 2 miles of the Greenhouse and US 290 intersection.

This congestion issue is compounded by the parallel UPRR Class One railroad tracks which carries several trains a day. Each 2-mile long freight train that travels through the area can block traffic at up to 4 at grade crossings at any given time of day. The underpass would improve access, increase safety with linkages between the north and south side of SH 290 and improve economic development opportunities. This project would:

- Provide increased accessibility of police/fire/emergency medical services. Currently, the VFD facilities are all located on the north side of US 290. The immediate target market area is projected to grow to over 550,000 new population projected by H-GAC by 2035,
- Increase accessibility for families to the eight (8) area primary and secondary schools located within a 2-mile radius of the proposed underpass. There are schools located both on the north and south side of US 290.

We ask that you fund the Greenhouse Road Underpass @ US 290 TIP as soon as possible. Your consideration in this important matter is greatly appreciated!

Sincerely,



Keith Vrana, Chairman of the Board



Leslie Martone, President

*The Cy-Fair Houston Chamber of Commerce SERVES our community by providing value to our businesses through ADVOCACY, LEADERSHIP, and GROWTH.*

8711 Highway 6 North, Suite 120 | Houston, TX 77095 | phone.281.373.1390 | fax.281.373.1394  
cyfairchamber.com





1805 N. Timberland Dr., Lufkin, Texas 75901 | 936.633.4333 | WWW.TXDOT.GOV

April 26, 2019

Mr. Alan Clark  
Dir. of Transportation Planning  
Houston-Galveston Council of Governments  
P.O. Box 22777  
Houston, TX 77227-2777

APR 30 2019

Dear Stakeholder,

The Lufkin District has been working hard to complete the environmental studies, surveys and draft schematic for the proposed US 59 Upgrade Shepherd to Cleveland (Future I-69). We are pleased to announce an upcoming public hearing to review the project details. Please find the enclosed Notice which provides information on the proposed project, locations to view project materials, and details about the upcoming public hearing.

We hope that you can attend. If you need additional information on the study or have any questions, please contact Jennifer Adams, I-69 Project Manager, at the letterhead address above, by email at [Jennifer.Adams@txdot.gov](mailto:Jennifer.Adams@txdot.gov) or phone at (936) 633-4469. You can also visit the TxDOT website for more information on the US 59 Upgrade Shepherd to Cleveland and other Future I-69 projects under development at <http://www.txdot.gov/inside-txdot/projects/studies/lufkin.html>.

Sincerely,

Cheryl P. Flood, P.E.  
District Engineer  
Texas Department of Transportation, Lufkin District

Enclosure

*The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.*

OUR VALUES: People • Accountability • Trust • Honesty

OUR MISSION: Through collaboration and leadership, we deliver a safe, reliable, and integrated transportation system that enables the movement of people and goods.

An Equal Opportunity Employer

Blank

Page

April 26, 2019

Mr. Alan Clark  
Dir. of Transportation Planning  
Houston-Galveston Council of Governments  
P.O. Box 22777  
Houston, TX 77227-2777

Dear Stakeholder,

The Lufkin District has been working hard to complete the environmental studies, surveys and draft schematic for the proposed US 59 Upgrade Shepherd to Cleveland (Future I-69). We are pleased to announce an upcoming public hearing to review the project details. Please find the enclosed notice which provides information on the proposed project, locations to view project materials, and details about the upcoming public hearing.

We hope that you can attend. If you need additional information on the study or have any questions, please contact Jennifer Adams, I-69 Project Manager, at the letterhead address above, by email at [jennifer.adams@txdot.gov](mailto:jennifer.adams@txdot.gov) or phone at (936) 633-4469. You can also visit the TxDOT website for more information on the US 59 Upgrade Shepherd to Cleveland and other Future I-69 projects under development at <http://www.txdot.gov/future-i-69-projects-studies/lufkin.html>.

Sincerely,

Cheryl P. Flood, P.E.  
District Engineer  
Texas Department of Transportation, Lufkin District

Enclosure

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being or have been carried out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.





**Notice  
Draft Environmental Assessment Available for Public Review  
and  
Public Hearing  
US 59 UPGRADE SHEPHERD TO CLEVELAND  
From FM 2914 to 0.65 mile south of SL 573  
CSJs: 0177-02-057 and 0177-03-099  
San Jacinto and Liberty Counties, Texas**

The Texas Department of Transportation (TxDOT), as the lead agency, is proposing to upgrade existing US 59 by constructing frontage roads and overpasses from FM 2914 south of Shepherd in San Jacinto County to 0.65 mile south of SL 573 in Cleveland in Liberty County, Texas. This notice advises the public that a draft environmental assessment (EA) is available for public review and that TxDOT will be conducting a public hearing on the proposed project. The hearing will be held on Tuesday, May 14, 2019 at Shepherd High School Cafeteria, 1 Pirate Lane, Shepherd, Texas 77371. Displays will be available for viewing at 4:00 p.m. with the formal hearing starting at 6:00 p.m. The purpose of the hearing is to present the planned improvements and to receive public comment on the proposed project.

The proposed 6.62 miles long project would bring US 59 up to interstate standards by constructing northbound and southbound frontage roads with two 12-foot wide lanes and reconstructing the existing US 59 main lanes to include two 12-foot wide travel lanes in each direction with median barrier. The proposed project would become a controlled access freeway which means there would not be direct access to the main lanes. Access to the main lanes would be allowed via entrance and exit ramps. The proposed project would also include the construction of two overpasses with U-turns at Red Road and just south of the San Jacinto/Liberty County Line.

Existing right-of-way (ROW) width varies from typical width of 200 feet to 830 feet near the US 59/SL 573 intersection in Cleveland. The proposed ROW width varies from 321 feet to 544 feet through the project area. The proposed project would potentially displace five residences, one church, and 11 commercial structures. Information about the TxDOT Relocation Assistance Program, benefits and services for displacees, as well as information about the tentative schedules for ROW acquisition and construction can be obtained from the TxDOT district office at the address listed below. Relocation assistance is available for potentially displaced persons and businesses.

Wetlands are present within the proposed ROW and will be impacted by the proposed improvements. Therefore, TxDOT would be required to obtain authorization under Section 404 of the Clean Water Act from the United States Army Corps of Engineers. In accordance with Executive Order 11990, no practicable alternatives were identified that would avoid impacts to wetlands. The proposed project would also cross floodplains; therefore, coordination with the local floodplain administrator would be required. The project is subject to and will comply with Executive Order 11988, Floodplain Management.

The draft EA, maps showing the project location and design, tentative construction schedules, and other information regarding the project are on file and available for inspection Monday through Friday between the hours of 8:00 a.m. and 5:00 p.m. at the TxDOT Lufkin District Office, 1805 N. Timberland Dr., Lufkin, TX 75901, (936) 634-4433, and at [www.txdot.gov](http://www.txdot.gov), keyword search "US 59 Shepherd-Cleveland". This information also will be available for inspection at the hearing. Verbal and written comments from the public regarding the proposed project are requested and may be presented at the hearing, or submitted in person or by mail to the TxDOT Lufkin District Office. Comments must be received on or before May 29, 2019 to be part of the official hearing record.

The hearing will be conducted in English. Persons interested in attending the hearing who have special communication or accommodation needs, such as the need for an interpreter, are encouraged to contact Rhonda Oaks, District Public Information Officer at (936) 633-4395 or at [Rhonda.Oaks@txdot.gov](mailto:Rhonda.Oaks@txdot.gov). Requests should be made at least two days prior to the hearing. Every reasonable effort will be made to accommodate these needs.

If you have any general questions or concerns regarding the proposed project or the hearing, please contact Jennifer Adams, I-69 Project Manager, at (936) 633-4469 or at [Jennifer.Adams@txdot.gov](mailto:Jennifer.Adams@txdot.gov).

The environmental review, consultation, and other actions required by applicable Federal environmental laws for this project are being, or have been, carried-out by TxDOT pursuant to 23 U.S.C. 327 and a Memorandum of Understanding dated December 16, 2014, and executed by FHWA and TxDOT.





**Aviso**  
**Borrador de la Evaluación Medioambiental Disponible para Revisión Pública**  
**y**  
**Audiencia Pública**  
**MEJORAS A LA CARRETERA US 59 DE SHEPHERD A CLEVELAND**  
**DE FM 2914 a 0.65 millas al sur de SL 573**  
**CSJs: 0177-02-057 y 0177-03-099**  
**Condados San Jacinto y Liberty, Texas**

El Departamento de Transportación de Texas (Texas Department of Transportation o TxDOT por sus siglas en inglés) como la agencia líder, propone mejorar la carretera US 59 existente por medio de la construcción de vías de acceso laterales y pasos a desnivel desde FM 2914 al sur de Shepherd, Condado San Jacinto hasta 0.65 millas al sur de SL 573 en Cleveland, Condado Liberty, Texas. Este aviso comunica al público que un borrador de evaluación medioambiental (EA) está disponible para revisión del público y que TxDOT estará conduciendo una audiencia pública respecto al proyecto propuesto. La audiencia se llevará a cabo el martes 14 de mayo, 2019 en la Cafetería de Shepherd High School, 1 Pirate Lane, Shepherd, TX 77371. Los despliegues informativos estarán disponibles para verse a las 4:00 p.m. y la audiencia formal empezará a las 6:00 p.m. El propósito de la audiencia es presentar la planeación de las mejoras y recibir comentarios del público con respecto al proyecto propuesto.

El proyecto propuesto de 6.62 millas de longitud hará que la carretera US 59, cumpla con los criterios de las carreteras interestatales a través de la construcción, en dirección norte y sur, de vías laterales de dos carriles de 12 pies de ancho, y, a través de la reconstrucción de los carriles principales existentes de US 59, para que incluya 2 carriles de circulación de 12 pies de ancho en cada dirección, con una barrera intermedia. El proyecto propuesto convertirá la carretera en una carretera de acceso controlado lo que significa que no habrá acceso directo a los carriles principales. El acceso a los carriles principales será permitido a través de rampas de entrada y salida. El proyecto propuesto también incluirá la construcción de dos pasos a desnivel con vueltas en U en Red Road y, justo al sur de la Línea Divisoria entre los Condados San Jacinto y Liberty.

La anchura del derecho de vía existente (right-of-way o ROW por sus siglas en inglés) varía entre una anchura típica de 200 pies a 830 pies cerca de la Intersección entre el US 59 y SL 573 en Cleveland. La anchura del ROW propuesto varía entre 321 y 544 pies a lo largo del área del proyecto. El proyecto propuesto potencialmente desplazaría 5 residencias, una iglesia, y 11 estructuras comerciales. La información acerca del Programa Estatal de Asistencia para Reubicación (Relocation Assistance Program) de TxDOT, beneficios y servicios para los desplazados, al igual que la información sobre los programas tentativos para la adquisición y construcción del ROW, pueden obtenerse de la oficina de distrito de TxDOT ubicada en la dirección escrita más abajo. La asistencia de reubicación está disponible para las personas y negocios que potencialmente sean desplazados.

Dentro del ROW propuesto existe la presencia de humedales que serán impactados por las mejoras propuestas. Por esto, se requerirá que TxDOT obtenga autorización bajo la Section 404 de el Clean Water Act del United States Army Corps of Engineers. En conformidad con la Orden Ejecutiva 11990, no se pudieron encontrar alternativas aplicables para evitar impactar los humedales. El proyecto propuesto también cruzará zonas de inundación; por esto, se requerirá la coordinación con el administrador local de las zonas de inundación. El proyecto queda sujeto a y cumplirá con la Orden Ejecutiva 11988 de Administración de Zonas de Inundación (Floodplain Management).

El borrador EA, los mapas mostrando la ubicación y diseño del proyecto, programas tentativos de construcción y otra información pertinente al proyecto están archivados y disponibles para su inspección de Lunes a Viernes entre las horas de 8:00 a.m. y 5:00 p.m. en la Oficina de Distrito en Lufkin de TxDOT, 1805 N. Timberland Dr., Lufkin, TX 75901, (936)634-4433 y en [www.txdot.gov](http://www.txdot.gov), palabra clave de búsqueda "US 59 Shepherd-Cleveland". Esta información también estará disponible para su inspección durante la audiencia. Se solicitan comentarios verbales y por escrito del público con respecto al proyecto y pueden ser presentados durante la audiencia, en persona, o por correo, enviándolos a la Oficina de Distrito de Lufkin de TxDOT. Los comentarios deben recibirse para el o antes del 29 de mayo del 2019 para que sean parte del archivo oficial de la audiencia.

La audiencia se conducirá en inglés. Se exhorta a las personas interesadas en asistir a la audiencia y que tengan necesidades especiales de comunicación o acomodo – tal como la necesidad de un intérprete–, a que se pongan en contacto con Rhonda Oaks al (936)633-4395 o a [Rhonda.Oaks@txdot.gov](mailto:Rhonda.Oaks@txdot.gov). Las peticiones deben hacerse por lo menos dos días antes de la audiencia. Se hará cualquier esfuerzo razonable para satisfacer esas necesidades.

Si usted tiene cualquier pregunta o preocupación de carácter general respecto al proyecto propuesto o sobre la audiencia, por favor póngase en contacto con Jennifer Adams, Gerente del Proyecto I-69, al (936) 633-4469 o en [Jennifer.Adams@txdot.gov](mailto:Jennifer.Adams@txdot.gov).

La revisión medioambiental, consultas y otras acciones requeridas por la Ley Medioambiental Federal pertinente para este proyecto están siendo, o han sido, efectuadas por TxDOT conforme a 23 U.S.C. 327 y el Memorandum of Understanding fechado 16 de diciembre, 2014, y formalizado por FHWA y TxDOT.





May 10, 2019

Houston-Galveston Area Council - Transportation Policy Council  
Houston-Galveston Area Council - Technical Advisory Committee  
Houston-Galveston Area Council Staff

Re: Comments on the 2045 Regional Transportation Plan

Air Alliance Houston appreciates the opportunity to voice our feedback and concerns regarding H-GAC's 2045 Regional Transportation Plan. We applaud the efforts of the Transportation Policy Council, the Technical Advisory Committee, and all of the supporting staff in their efforts to develop a framework that best addresses the area's transportation needs. The 2045 RTP includes strategies, analyses, and policy recommendations that are innovative and ambitious and align with the region's vision for the future of transportation. Most notably, the High Capacity Transit Task Force's report lays out a plan to not only relieve the congestion crisis the region is facing, but to take on the challenges of accessibility and equity for an exponentially growing region. Air Alliance Houston laudes the inclusion of the Active Transportation RTP, the first of its kind for the region. The data, insights, and analyses included in this report should aid not only the H-GAC, but all of its regional partners in improving inclusivity and multimodal transportation.

We would like to draw attention to the incredible work put forth in the Environmental Justice Report, Appendix I, for its comprehensive analysis of issues facing disadvantaged and vulnerable communities. The data in Appendix I underscores the disparities inherent in the current transportation system, which does not adequately serve these communities, even as they remain burdened by an outsized share of transportation-related pollution. This data should be alarming to all who read it, and as such, should be a more prominent focus for the body going forward. The "Next Steps" section calls on the H-GAC to "investigate new models, tools, and metrics that improve the measurement of transportation's impact on the population and expand ways to identify disproportionate harm to the protected communities" and cites the need for "fresh analyses that study the impact of transportation projects on less considered subjects like public health, household economics, and community cohesion." Following these recommendations should be the focus of the planning body in the short term, and the overarching goal in the long term.

While much of the 2045 RTP presents innovative approaches and analyses facing our region's transportation system, Air Alliance Houston feels that some portions of the plan do not sufficiently address major areas of concern. The following are concerns our organization has identified in the 2045 RTP:

- Chapter 2: Vision, Goals, Strategies and Performance Measures
  - While our organization understands that the vision and goals reflect federal best practices outlined in the FAST Act, we feel that public health should be a guiding principle in the RTP. The region's guiding transportation planning document should stress the significant role transportation plays in public health. Safety is an important component, but public health as a guiding principle should also address issues such as air quality, quality of life, and accessibility. Harris County and the surrounding region is facing a public health crisis in which many of the drivers are directly related to adverse air quality and other structural impediments to the accessibility of healthy lifestyle choices (i.e. limited access to healthy foods, lack of outdoor activity, urban heat islands, etc.):
    - 34% of high school students are overweight or obese<sup>1</sup>
    - 66.7% of surveyed adults are overweight (BMI of 25.0-29.9) or obese (BMI of 30.0 or above)<sup>2</sup>
    - 10.2% of Houston-area adults have been diagnosed with diabetes<sup>2</sup>
    - 5.6% of Houston-area adults have been diagnosed with some form of heart disease<sup>2</sup>
    - 29.4% of Harris County adults have been diagnosed with high blood pressure<sup>2</sup>
    - 99,000 children and 250,000 adults in Harris County have been diagnosed with asthma<sup>3</sup>

Appendix H of the 2040 RTP recommends implementing a Healthy Planning Framework to strengthen the consideration of public health outcomes into transportation planning. In this appendix, in regards to future RTPs, it was recommended that H-GAC "include positive public health outcomes as a goal of the plan, or complete a health impact assessment on plan recommendations." While we appreciate the sentiment, our organization does not feel that the 2045 RTP adequately implements these recommendations. There are several peer cities throughout the country who have successfully implemented frameworks similar to that outlined in Appendix H of the 2040 RTP. We suggest incorporating these models to ensure a more proactive focus on public health. For example, the Nashville's MPO employs a model in which [80 points in an 100-point transportation project scoring factor are weighted](#) towards improving public health through active transportation, air quality, and road safety improvements. Additionally, the Nashville MPO has partnered with the Centers for Disease Control to implement [the Integrated Transport and Health Impact Model](#), which performs a range of health impact evaluations on transportation projects.

- Chapter 6: Air Quality and Appendix K: Air quality Conformity
  - While the plan for the entire region may be in compliance with federal air quality standards, the H-GAC should adopt an assessment model that measures localized air quality impacts in addition to regional trends, particularly when evaluating the merits of proposed projects. Air Alliance Houston has advocated for adopting a more holistic scoring factor that accounts for air quality impacts in our comments on the 2018 Call for Projects/2019-2022 Transportation Improvement Program. We again recommend employing Health Impact Assessments to assess existing and future conditions, such as our organization has conducted on the proposed North Houston Highway Improvement Project.
- Appendix D: Fiscal Constraint and Project Summary Listing
  - The metrics used to evaluate projects included in the RTP are not sufficient in regards to measuring public health and environmental justice impacts. Many of the projects included in the RTP need to be reevaluated under revamped metrics that holistically score the merits of a project and better reflect the concerns listed in the items above.

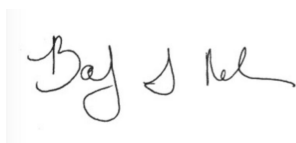
Overall, we believe that the vision for the future of the region's transportation system laid out in the 2045 RTP is a step in the right direction. We applaud the body's goal of a system that supports "a desirable quality of life, enhanced economic vitality and increased safety, access and mobility." The incredibly thorough work done in much of the document, particularly the HCTTF report, Active Transportation RTP, and the Environmental Justice report, strongly support this goal. However, our organization does harbor concerns that much of the plan will not help the region achieve this ambitious vision. Our region is a case study on how building bigger and wider over and over again does not solve congestion issues, much less improve equity, accessibility, and public health outcomes. Our organization is concerned that the budget and scope of highway expansions and lane widening projects outlined in the Draft 2045 RTP Projects Lists do not align with the vision articulated in the RTP's stated goals. The following are recommendations that, if implemented, we strongly believe will help the H-GAC achieve its vision for a healthy, equitable, multimodal transportation system by 2045.

#### Recommendations:

- Prioritize adopting and funding a version of the Vision network laid out in the High Capacity Transit Task Force report
- Implement policy recommendations and adopt the performance measures listed in the Active Transportation RTP (Draft Regional Active Transportation Plan, 70-80).

- Integrate the priorities listed in the Environmental Justice report into future planning documents. These priorities should become an integral part of any changes to project planning scoring factors in future call for projects:
  - Increase environmental justice awareness within the transportation management area.
  - Enhance sensitivity to Title VI and environmental justice in transportation investment decisions.
  - Support local efforts to improve transportation service in underserved communities.
  - Improve safety in environmental justice communities.
  - Increase public involvement in decision-making processes by underserved groups.
- Develop goals and additional performance measures that aim to improve public health outcomes. Overhaul the metrics used to score projects for inclusion into the RTP and the TIP, so that projects that improve public health outcomes, address issues of equitable access and exposure to air pollution, and reduce mobile source emissions impacts are given priority. Once these metrics have been overhauled, consider reevaluating many of the projects currently included in the RTP.
- Create an Environmental Justice subcommittee to the Technical Advisory Committee to further study EJ issues and be a permanent voice within the organization to advocate on behalf of EJ communities.

Respectfully,

A handwritten signature in black ink, appearing to read "Bakeyah S. Nelson". The signature is fluid and cursive, with the first name being the most prominent.

Bakeyah S. Nelson, Ph.D.  
Executive Director  
Air Alliance Houston

#### Endnotes

1. <http://www.houstonstateofhealth.com/resourcelibrary/index/view?id=101737413898014065>
2. <http://www.houstonstateofhealth.com/index.php?module=indicators&controller=index>
3. <https://www.lung.org/our-initiatives/healthy-air/sota/city-rankings/states/texas/harris.html>