OUR MISSION: Connecting You With Texas
SAFETY IS OUR HIGHEST PRIORITY
Since Nov. 7, 2000, over 70,000 people have died on Texas roadways.

We’ve had 20 years straight of daily deaths on Texas roads.

715 people were killed in 2019 in speeding related crashes.

661 pedestrians were killed in 2019 in traffic crashes.

The majority of all deadly crashes are due to mistakes drivers make (e.g., texting and driving and drinking and driving).
379 people were killed in 2019 in distracted driving crashes.

1 in 4 people were killed in traffic crashes where a driver was under the influence of alcohol in 2019.

925 unbuckled people died in 2019 in traffic crashes.

We average 3,487 fatalities each year – the equivalent of 10 jumbo jets full of people.

www.EndTheStreakTX.com
Most crashes and fatalities are due to drunkenness, distracted driving or failure to use seat belts. In other words, they’re preventable.

Here’s what you can do:
• Buckle up: Seat belts are your first line of defense.
• Drive the speed limit, or slower, depending on road or weather conditions.
• Never drive under the influence of alcohol or drugs. Plan a sober ride home.
• When driving, put your phone away or set to “Do Not Disturb”.

Here’s what TxDOT is doing:
• We engineer every road to be more forgiving of driver behaviors.
• Roadside rumble strips alert drivers if they start moving off the road.
• We use flashing Wrong Way signs to try to prevent head-on collisions.
• Electronic signs alert drivers to upcoming construction, road closures and conditions, and inclement weather.
• Driver education campaigns give drivers safety reminders.

Let’s “End The Streak” together!
Show your support for safer driving in Texas by reminding your fellow drivers of our shared responsibility.
Texas Department of Transportation - Districts
HOUSTON DISTRICT

- Plans, designs, builds, operates and maintains the state transportation system in **6 counties**: Brazoria, Fort Bend, Galveston, Harris, Montgomery and Waller.
- **1,154** employees
- Encompasses **5,856** square miles and **10,758** lanes miles:
  - Serves 6.8 million people.
  - 5.5 million registered vehicles.
- **7** area offices and **9** maintenance sections.
- Operates the **Galveston/Bolivar Ferry Service**
- Annual **consultant expenditures** of approx. $120 million
- Annual **construction, operation and maintenance expenditures** of approx. $1.5 billion
Deep Draft Ports of the Greater Houston Region

Houston Region
Deep Draft Ports

Labeled countries are among the top 25 Texas trading partners.
Corridor Planning and Project Delivery

Years | Visioning | Planning | Preliminary Design & Environmental | Final Design & ROW Acquisition | Construction & Maintenance
--- | --- | --- | --- | --- | ---
25 | 20 | 10 | 4 | 1

Plan Authority
Outside UTP

Develop Authority
Part of UTP

Construct Authority
Part of UTP

In Construction
THE UNIFIED TRANSPORTATION PROGRAM: A 10-YEAR PLAN

### 2021 UTP - APPROVED IN AUGUST 2020

| Distribution at District Level | $62.30 B |
| Distribution at Statewide Level | $12.40 B |
| **Total 2021 UTP** | **$74.70 B** |

### DISTRIBUTION AT THE DISTRICT LEVEL

| DISTRICT TOTAL | $62.30 B |
| The Big 5 | % of District Total |
| Houston | $10.80 B | 17% |
| Dallas | $8.50 B | 14% |
| Austin | $7.10 B | 11% |
| San Antonio | $5.20 B | 8% |
| Fort Worth | $4.00 B | 6% |
| **Total of The Big 5** | **$35.60 B** | 57% |
CONSTRUCTION FORECAST NEXT 4 YEARS

TXDOT HOUSTON DISTRICT

Construction Projects Next 4 Fiscal Years

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>FY21 (Sept '20 thru Aug '21)</td>
<td>$0.774 B</td>
</tr>
<tr>
<td>FY22 (Sept '21 thru Aug '22)</td>
<td>$1.383 B</td>
</tr>
<tr>
<td>FY23 (Sept '22 thru Aug '23)</td>
<td>$1.851 B</td>
</tr>
<tr>
<td>FY24 (Sept '23 thru Aug '24)</td>
<td>$2.006 B</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>$6.014 B</strong></td>
</tr>
</tbody>
</table>
TEXAS CLEAR LANES
### TEXAS CLEAR LANES PROJECTS (UNDER CONSTRUCTION)

<table>
<thead>
<tr>
<th>#</th>
<th>Project Highway</th>
<th>Project Limits</th>
<th>Description</th>
<th>Top 100 Congestion Ranking</th>
<th>Total Proj. Cost</th>
<th>CST Cost</th>
<th>CST CL Funding</th>
<th>Other CST Funding</th>
<th>CST Funding Status</th>
<th>CST Start</th>
<th>CST Complete</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>IH-10W</td>
<td>FM 359 to Brazos River</td>
<td>Construct 1 additional ML in each direction.</td>
<td>(l) 39</td>
<td>$195.6 M</td>
<td>$141.5 M</td>
<td>$141.5 M</td>
<td>—</td>
<td>Funded 2017</td>
<td>2023</td>
<td></td>
</tr>
<tr>
<td>2</td>
<td>IH-69 at IH-610</td>
<td>IH-69 at IH-610</td>
<td>Reconstruction of OCS. Reconstruction of IH-610 ML bridge.</td>
<td>(D), 3, 30, 32 (l) 57</td>
<td>$327.8 M</td>
<td>$298.8 M</td>
<td>$87.5 M</td>
<td>$171.3 M</td>
<td>Funded 2017</td>
<td>2024</td>
<td></td>
</tr>
<tr>
<td>3</td>
<td>IH-45N</td>
<td>IH-45 from NASA 1 to FM 518</td>
<td>Widens to 10 MLs, two 3-lane FRIs., and access into 2 Diamond Lanes.</td>
<td>(l) 28</td>
<td>$133.5 M</td>
<td>$99.6 M</td>
<td>$64.5 M</td>
<td>$35.3 M</td>
<td>Funded 2017</td>
<td>2022</td>
<td></td>
</tr>
<tr>
<td>4</td>
<td>IH-45S</td>
<td>IH-45 from N. of FM 517 to S. of FM 1764</td>
<td>Reconstrucct pavement to eight Maintanines and two 2-lane Frontage Roads.</td>
<td>(l) 28</td>
<td>$288.8 M</td>
<td>$228.8 M</td>
<td>$40.0 M</td>
<td>$188.8 M</td>
<td>Funded 2018</td>
<td>2024</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>IH-610 at SH 288P</td>
<td>IH-610 at SH 288</td>
<td>Reconstruct MLs, FRs, and construct overpass at Cambridge.</td>
<td>(D), 32, 32, 62 (l) 13, 50</td>
<td>$101.2 M</td>
<td>$83.2 M</td>
<td>$81.8 M</td>
<td>$1.4 M</td>
<td>Funded 2018</td>
<td>2023</td>
<td></td>
</tr>
</tbody>
</table>

**Estimated Total** $1,046.3 M $812.1 M $415.3 M $396.8 M

---

**Note:** Total Project Cost consists of Construction Cost, Preliminary Engineering, ROW, Utilities and Construction Engineering. If the project is a Design-Build it also includes Developer Costs.

- **NHIP** = North Houston Highway Improvement Project
- **FRs** = Frontage Roads
- **NTMLs** = Non-Tolled Managed Lanes
- **(D)** = Direct
- **(l)** = Indirect
- **CL** = Texas Clear Lanes
- **CST** = Construction
- **P** = Planning
- **PE** = Preliminary Engineering (studies have begun including environmental, surveys, traffic, etc.)
- **P&amp;E** = Developing design (plans, specifications and estimates)
- **R** = ready for construction

1. Statewide TTI Most Congested List 2020
2. Construction costs only include construction for a traditional Design-Bid-Build
3. Construction costs include engineering and utility relocations for a Design-Build Contract
4. $215.0 M funding is anticipated in future UTP via LAR and programmed as CAT 3 DB Funds
5. Anticipated in future UTP via LAR and programmed as CAT 3 DB Funds
6. $140 M from METRO and $160 M from MPO
7. Start/completion estimates are based on the assumption funding is available as of February 2020. These estimates are for discussion purposes only and do not guarantee project schedule or delivery.
# Texas Clear Lanes Projects (Funded in 2021 UTP)

| #  | Project Highway | Project Limits | Description | Top 100 Congestion Ranking | Total Pj. Cost | CST Cost | CST CL Funding | Other CST Funding | CST Funding Gap | Funding Status | CST Start | CST Comple  |
|----|----------------|----------------|-------------|----------------------------|----------------|----------|---------------|------------------|-----------------|----------------|------------|-----------|------------|
| 6  | IH-69*         | SH 288 to Spur 527 | Reconstruct and widen IH-69. NHHIP (38) | (D) 3, 5, 13 (I) 7 | $570.6 M | $460.6 M | $210.0 M | $50.0 M | $200.6 M | Partially Funded | 2022 | 2027 |
| 7  | IH-69*         | IH-45 to SH 288 | Reconstruct and widen IH-69 and reconstruct interchange at SH 288, NHHIP (38) | (D) 3, 5, 13 (I) 7 | $565.2 M | $513.1 M | $231.6 M | $104.1 M | $177.4 M | Partially Funded | 2022 | 2027 |
| 8  | IH-69*         | At McGowen, Tuam, and Elgin | Construct three bridges. NHHIP (38) | (D) 3, 5, 13 (I) 7 | $2,454.7 M | $2,146.4 M | $694.3 M | $1,293.2 M | $156.9 M | Partially Funded | 2024 | 2030 |
| 9  | IH-45*         | At IH-10 | Reconstruct IH-45, IH-10 and interchange, realign IH-45 and, add IH-10 non-toll managed lanes. NHHIP (3C) | (D) 7, 10, 11, 17 | $1,806.6 M | $1,587.1 M | $506.7 M | $968.3 M | $172.1 M | Partially Funded | 2026 | 2032 |
| 10 | IH-69*         | IH-45 to Buffalo Bayou | Reconstruct IH-69, interchange at IH-45 Gulf Freeway and realign IH-45. NHHIP (3D) | (D) 5, 7, 13 (I) 3, 10, 63 | $447.8 M | $341.0 M | $243.5 M | $97.5 M | – | Funded | 2022 | 2027 |
| 11 | IH-60*         | SH 35 N., IH-610* | SH 35 N. of OST to Belfort St., interchange at IH 610 | (I) 7, 13, 22, 28, 50 | $1,406.0 M | $1,236.0 M | $122.5 M | $932.5 M | $181.0 M | Partially Funded | 2028 | 2034 |

Note: Total Project Cost consists of Construction Cost, Preliminary Engineering, ROW, Utilities, and Construction Engineering. If the project is a Design-Build it also includes Developer Costs. NHHIP = North Houston Highway Improvement. Project Frs = Frontage Roads. NTLMs = Non-Tolled Managed Lanes. (D) = Direct. (I) = Indirect. CL = Texas Clear Lanes. CST = Construction P = Planning. PE = Preliminary Engineering (studies have begun including environmental, surveys, traffic, etc). PS&E = Developing design (plans, specifications, and estimates). R = ready for construction.

1. Statewide TTI Most Congested List 2020
2. Construction costs only include construction for a traditional Design-Build.
3. Construction costs include engineering and utility relocations for a Design-Build Contract.
4. $215.0 M funding is anticipated in future UTP via LAR and programmed as CST 3 DB funds.
5. Anticipated in future UTP via LAR and programmed as CST 3 DB Funds. $140 M from METRO and $160 M from MPO.
6. Start/completion estimates are based on the assumption funding is available as of February 2020. These estimates are for discussion purposes only and do not guarantee project schedule or delivery.
TXAS CLEAR LANES PROJECTS (FUTURE POTENTIAL PROJECTS UNFUNDED OR PARTIALLY FUNDED)

<table>
<thead>
<tr>
<th>#</th>
<th>Project Highway</th>
<th>Project Limits</th>
<th>Description</th>
<th>Top 100 Congestion Ranking 1</th>
<th>Total Pj. Cost</th>
<th>CST Cost</th>
<th>CST CL Funding</th>
<th>Other CST Funding</th>
<th>CST Funding Gap</th>
<th>Current Stage</th>
<th>CST Start 2</th>
<th>CST Comp. 2</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>IH-10</td>
<td>White Oak Bayou to Orange Avenue</td>
<td>Reconstruct GP to raise out of White Oak Bayou floodway.</td>
<td>(D) 13 (l) 5, 7, 10, 17, 21</td>
<td>$302.2 M</td>
<td>$295.0 M</td>
<td>—</td>
<td>$41.7 M</td>
<td>$253.6 M</td>
<td>PE</td>
<td>2024</td>
<td>2026</td>
</tr>
<tr>
<td>2</td>
<td>IH-45 Seg. 1A</td>
<td>IH-610 to Airline Drive</td>
<td>Reconstruct GP, FRs, and construct 4 new NTLMs. NHHIP</td>
<td>(D) 15 (l) 6, 17, 37</td>
<td>$629.2 M</td>
<td>$590.0 M</td>
<td>—</td>
<td>$19.4 M</td>
<td>$470.6 M</td>
<td>PE</td>
<td>2028</td>
<td>2033</td>
</tr>
<tr>
<td>3</td>
<td>IH-10 East 2</td>
<td>At San Jacinto River</td>
<td>Replace and widen GP bridge and approaches.</td>
<td>(l) 37, 63, 71</td>
<td>$343.5 M</td>
<td>$289.0 M</td>
<td>—</td>
<td>—</td>
<td>$289.0 M</td>
<td>PE</td>
<td>2023</td>
<td>2028</td>
</tr>
<tr>
<td>4</td>
<td>IH-45 Seg. 1B</td>
<td>Airline Drive to North Beltway 8</td>
<td>Reconstruct GP, FRs, and construct 4 new NTLMs. NHHIP</td>
<td>(D) 10 (l) 6, 17</td>
<td>$1,454.1 M</td>
<td>$1,067.8 M</td>
<td>—</td>
<td>—</td>
<td>$1,067.8 M</td>
<td>PE</td>
<td>2030</td>
<td>2038</td>
</tr>
<tr>
<td>5</td>
<td>IH-10 Inner Katy 2</td>
<td>IH-610 to Studemont Street</td>
<td>Reconstruct GP, FRs, and construct 4 new NTLMs. NHHIP</td>
<td>(D) 13 (l) 26, 7, 10, 17, 21</td>
<td>$1,458.6 M</td>
<td>$1,008.0 M</td>
<td>—</td>
<td>$300.0 M</td>
<td>$708.0 M</td>
<td>PE</td>
<td>2027</td>
<td>2031</td>
</tr>
<tr>
<td>6</td>
<td>IH-610 South 3</td>
<td>From IH-45 to SH 288</td>
<td>Reconstruct GP including TSM improvements.</td>
<td>(D) 22 (l) 7, 28, 35, 70</td>
<td>$419.1 M</td>
<td>$289.1 M</td>
<td>—</td>
<td>$47.2 M</td>
<td>$241.9 M</td>
<td>P</td>
<td>2027</td>
<td>2031</td>
</tr>
<tr>
<td>7</td>
<td>Hempstead Hwy. (Outside BW) 4</td>
<td>SH 99 to IH 610</td>
<td>Construct 4 new NTLMs.</td>
<td>(l) 8</td>
<td>$802.0 M</td>
<td>$392.0 M</td>
<td>—</td>
<td>—</td>
<td>$392.0 M</td>
<td>PE</td>
<td>2029</td>
<td>2030</td>
</tr>
<tr>
<td>8</td>
<td>Hempstead Hwy. (Inside BW) 4</td>
<td>SH 8 to IH 610</td>
<td>Reconstruct FR and construct 4 new NTLMs. NHHIP</td>
<td>(l) 8</td>
<td>$1,308.0 M</td>
<td>$1,008.0 M</td>
<td>—</td>
<td>—</td>
<td>$1,008.0 M</td>
<td>P</td>
<td>2026</td>
<td>2031</td>
</tr>
<tr>
<td>9</td>
<td>IH-610 West 4</td>
<td>From IH-10 to IH-69</td>
<td>Construct 4 elevated express lanes in the center of IH-610 West Loop</td>
<td>(D) 2 (l) 5, 1, 21, 30, 32, 57</td>
<td>$421.3 M</td>
<td>$231.3 M</td>
<td>—</td>
<td>—</td>
<td>$231.3 M</td>
<td>PE</td>
<td>2026</td>
<td>2031</td>
</tr>
<tr>
<td>10</td>
<td>IH-45 East 5</td>
<td>At Ship Channel</td>
<td>Replace and widen GP bridge and approaches.</td>
<td>(D) 31 (l) 7, 22, 28, 37</td>
<td>$2,592.1 M</td>
<td>$1,792.0 M</td>
<td>—</td>
<td>—</td>
<td>$1,792.0 M</td>
<td>P</td>
<td>2028</td>
<td>2032</td>
</tr>
</tbody>
</table>

Estimated Total: $9,820.5 M | $7,052.7 M | — | $568.3 M | $6,854.4 M

Note: Total Project Cost consists of Construction Cost, Preliminary Engineering, ROW, Utilities and Construction Engineering. If the project is a Design-Bid it also includes Developer Costs. NHHIP = North Houston Highway Improvement Project. FRs = Frontage Roads. NTLMs = Non-Tolled Managed Lanes. (D) = Direct. (l) = Indirect. CST = Texas Clear Lanes. CST = Construction. P = Preliminary Engineering. PE = Preliminary Engineering (studies have begun including environmental, surveys, traffic, etc). PME = Developing design (plans, specifications and estimates). R = ready for construction. 1. Statewide TTI Most Congested List 2020 2. Construction costs not include construction for a traditional Design-Bid-Build 3. Construction costs include engineering and utility relocations for a Design-Build Contract. 4. $215.0 M funding is anticipated in future UTF via LAR and programmed as CAT 3 DB Funds. 5. Anticipated in future UTF via LAR and programmed as CAT 3 DB Funds. 6. $140 M from METRO and $160 M from MPO 7. Start/completion estimates are based on the assumption funding is available as of February 2020. These estimates are for discussion purposes only and do not guarantee project schedule or delivery.
2003: Joint North-Hardy Corridor Alternatives Analysis with METRO, TxDOT and H-GAC
  • Examined transit and highway needs
  • Consensus reached to complete transit alternatives analysis prior to beginning highway alternatives analysis

2004: North-Hardy Corridor Alternatives Analysis (Transit Component)
  • Identified need for direct links between bus service and passenger rail networks
  • Recommended high capacity transit alternatives for light rail and/or commuter rail from UH Downtown to Bush Intercontinental Airport

2005: North-Hardy Corridor Alternatives Analysis (Highway Component)
  • Recommended highway alternatives from Downtown Houston to Beltway 8 North

2011: Determination made for a comprehensive approach for the downtown highway system (I-45, I-10, I-69 & SH 288) instead of piecemeal highway projects

2013: METRO delivers METRORail Red Line (light rail) from UH Downtown to Northline Transit Center (north of IH 610 North between Crosstimbers and Tidwell)

2017: TxDOT issues DRAFT Environmental Impact Statement (EIS) identifying a Proposed Recommended Alternative for each of the 3 segments comprising the North Houston Highway Improvement Project and received public comments

2018 – 2019: Prepared, published and received public comment on 12 Technical Reports to the EIS

2020: Published the FEIS, Final Technical Reports, collateral materials and received comments

2021: Issued Record of Decision on February 3.
NHHIP PROJECT DEVELOPMENT
Soliciting comments on the potential removal of funding on the I-45 North Houston Highway Improvement Project (I-45 NHHIP).

Commenters to select one:
- in support of maintaining the project and funding as proposed
- in support of removing the project and funding

The DRAFT 2022 UTP along with an excerpt specific to Houston project list that indicates the I-45 NHHIP project will be posted on TxDOT.gov
### Summary of I-45 North Houston Highway Improvement Project Funding

#### SUMMARY BY NHHP FUNDING STATUS
as proposed for the 2022 UTP (in millions)

<table>
<thead>
<tr>
<th>Funding Category</th>
<th>Segment 1&lt;sup&gt;a&lt;/sup&gt;</th>
<th>Segment 2&lt;sup&gt;b&lt;/sup&gt;</th>
<th>Segment 3&lt;sup&gt;c&lt;/sup&gt;</th>
<th>Total</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cat 2</td>
<td>$-</td>
<td>$100.0</td>
<td>$390.8</td>
<td>$490.8</td>
<td>6.2%</td>
</tr>
<tr>
<td>Cat 3</td>
<td>$119.4</td>
<td>$295.4</td>
<td>$947.1</td>
<td>$1,361.9</td>
<td>17.2%</td>
</tr>
<tr>
<td>Cat 4</td>
<td>$-</td>
<td>$-</td>
<td>$1,083.9</td>
<td>$1,083.9</td>
<td>13.6%</td>
</tr>
<tr>
<td>Cat 12 - TCL</td>
<td>$-</td>
<td>$122.5</td>
<td>$2,103.0</td>
<td>$2,225.5</td>
<td>28.1%</td>
</tr>
<tr>
<td>Cat 12 - TTC</td>
<td>$-</td>
<td>$246.3</td>
<td>$77.4</td>
<td>$323.7</td>
<td>4.1%</td>
</tr>
<tr>
<td><strong>Funding Subtotal</strong></td>
<td><strong>$119.4</strong></td>
<td><strong>$764.2</strong></td>
<td><strong>$4,602.2</strong></td>
<td><strong>$5,485.7</strong></td>
<td><strong>69.2%</strong></td>
</tr>
<tr>
<td>TBD (Gap)</td>
<td>$1,538.4</td>
<td>$471.8</td>
<td>$428.0</td>
<td>$2,438.3</td>
<td>30.8%</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$1,657.8</strong></td>
<td><strong>$1,236.0</strong></td>
<td><strong>$5,030.2</strong></td>
<td><strong>$7,924.0</strong></td>
<td><strong>100.0%</strong></td>
</tr>
</tbody>
</table>

<sup>a</sup> 4 projects: 3 design-bid-builds & 1 design-build
<sup>b</sup> 1 design-build project
<sup>c</sup> 4 projects: 1 design-bid-build and 3 design-builds
What the Public Comment on the UTP is and is not

- **What it is:** The Unified Transportation Program (UTP) is a funding and planning document to identify and approve funding for defined projects. This public comment period seeks input on whether the NHHIP should be funded as is, in our 10-year plan (Unified Transportation Program).

- **What is it not:** The UTP is not a project scoping document; the upcoming action by Texas Transportation Commission on the 2022 UTP will not modify the project scope.

- **Summary:** The UTP open comment period related to the NHHIP is singularly focused on whether the funding should remain on the project as it is currently scoped (with options to refine still on the table) or if it should be removed at this time because a different and redefined project with different outcomes is preferred.
We are ready to deliver the NHHIP

- **9 in the Top 20** of the Most Congested Roadway Segments in Texas
- **We stand ready to deliver** the NHHIP which would:
  - Improve safety for pedestrians, cyclists and motorists.
  - Provide enhanced flood control measures
  - Address congestion
  - Maintain I-45 and I-10 as effective evacuation routes for the greater Houston Region

www.ih45northandmore.com
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