



Virtual Public Meeting with In-Person Open House Pre-Recorded Presentation

Northpark Drive Reconstruction From East of Russell Palmer Road to East of Woodland Hills Drive

Harris & Montgomery Counties, Texas

Control Section Jobs: 0912-37-245 & 0912-72-618

March 2024

Script:

The Texas Department of Transportation, Houston District, would like to welcome you to this virtual public meeting with an in-person open house. This presentation will provide information on the proposed Northpark Drive Reconstruction project. This is a pre-recorded presentation. My name is Peter, and I am part of the project team. I would like to thank you for participating in this public meeting.

During the virtual presentation you may pause the video and navigate forward or backward using your video player.



Please contact (713) 802-5199 should you have:

- Difficulties accessing public meeting information online
- Requests for special accommodations
- Language or interpretation needs other than English and Spanish

Details on how to submit an official comment will be provided later in the presentation.

Script:

If you have any technical difficulties accessing the public meeting information, need special accommodations, or speak a language other than English or Spanish and have interpretation needs, please contact Gabriel Adame at 713-802-5199. Details on how to submit comments will be provided further in the presentation.



IN-PERSON OPEN HOUSE
Thursday, March 7, 2024
5 to 7 p.m.
Kingwood Park Community
Center
4102 Rustic Woods Drive
Kingwood, TX 77345



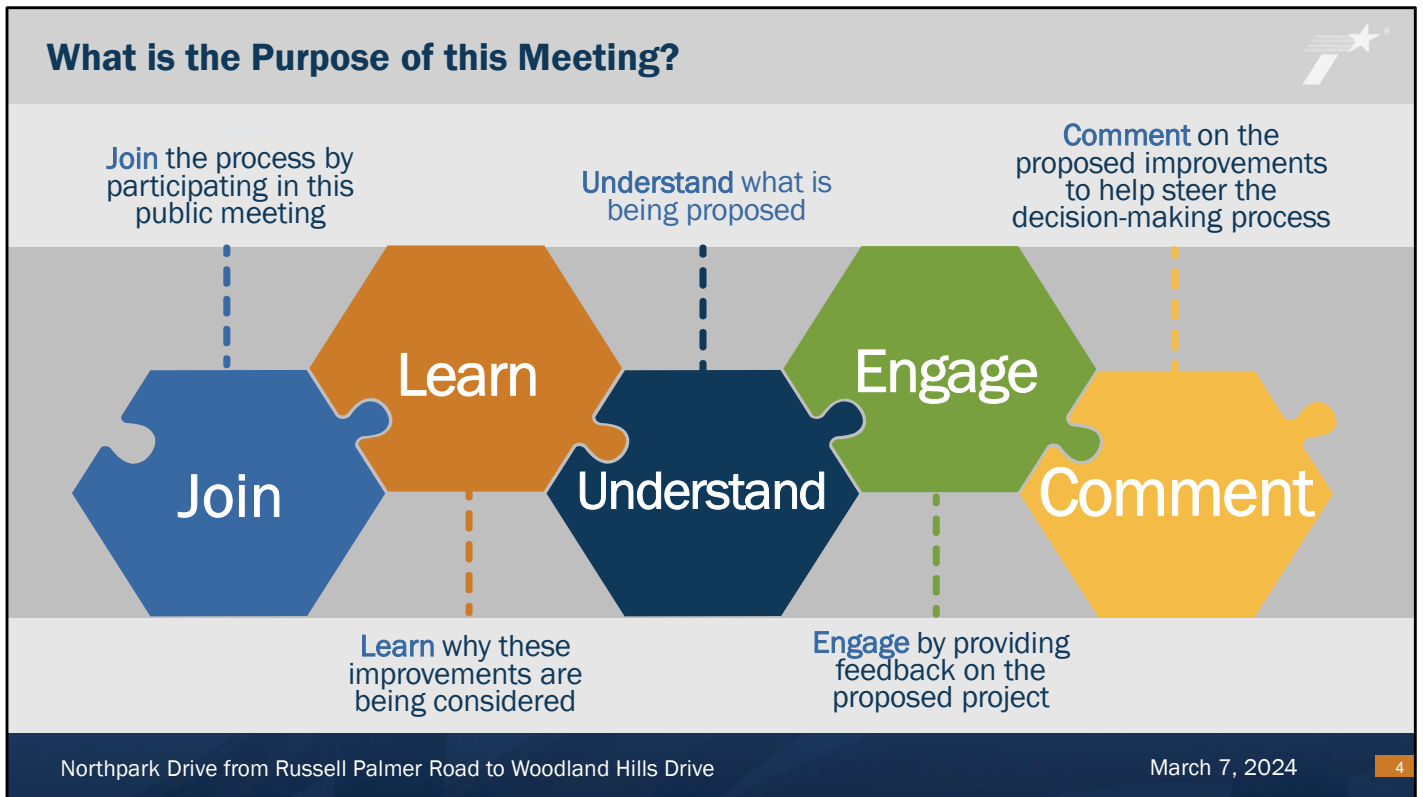
Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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Script:

The virtual public meeting is being held in conjunction with an in-person open house meeting. The open house meeting will be held on Thursday, March 7, 2024, from 5 to 7 p.m. at the Kingwood Park Community Center located at 4102 Rustic Woods Drive, Kingwood, TX, 77345. The information presented in the virtual public meeting and the in-person option is identical, and the opportunities to comment do not differ.



Script:

The purpose of this public meeting is to provide an opportunity for the community to review and provide feedback on the proposed improvements. This meeting also offers an opportunity for the Project Team to address any of your questions or concerns. TxDOT commits to purposefully involve the public in planning and project implementation by providing for early, continuous, transparent and effective access to information and decision-making processes.







At this meeting, TxDOT would like you to:

- Join the process through your participation in this meeting
- Learn why improvements to North Park Drive are being considered
- Understand what is being proposed
- Engage, by providing feedback on the proposed project
- Comment, by commenting you help steer the decision-making process

Throughout this presentation, individual puzzle pieces will appear in the upper right-hand corner of each slide. The color of the puzzle piece indicates which of the five topics - Join, Learn, Understand, Engage or Comment - is being discussed.

Public Meeting Agenda



-  Outreach and Notifications
-  Project Overview and Background
-  Need for and Purpose of the Proposed Project
-  Proposed Project Details
-  Environmental Analysis
-  Funding Information and Next Steps
-  How to Comment

Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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Script:

At the top of the slide, you can see that the “join” puzzle piece has appeared. In this part of the presentation, I will review the agenda and describe how this meeting was advertised.

Then I will provide an overview of the project, discuss background information, and explain the need for and purpose of the project, followed by a detailed discussion of the proposed improvements and the environmental analysis.

Next steps and funding information will be provided following the discussion of the engineering and environmental aspects of the project.

Toward the end of this presentation, there are instructions on how to submit written comments, as well as instructions on how to contact TxDOT.

As we move from one topic to another, you will see the puzzle pieces change.

Outreach and Notification Methods



Elected Official Letters were sent by mail and email on **Feb. 2, 2024**.



Information was posted to the TxDOT website on **Feb. 5, 2024**.



A notice was published in English in the Montgomery County News and Houston Community Newspaper and in Spanish, in La Voz, on **Feb. 7, 2024**,



Approximately 3,500 postcards were mailed directly to mailboxes in neighborhoods adjacent to the project within zip code 77339 on **Feb. 12, 2024**.



Notices were mailed directly to adjacent property owners and local schools, emergency services, and neighborhood associations on **Feb. 12, 2024**.



Informative flyers were hand-delivered to local community facilities, gathering places, and apartment complexes, in the vicinity of **Feb. 27, 2024**.



Changeable message boards with meeting information were placed along **Northpark Drive** from **Feb. 19 to March 7, 2024**.



Social Media notices were posted on TxDOT Facebook, Nextdoor, and X pages.

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Script:

In preparation for this public meeting, Elected officials were notified of this public meeting by mail and email on **February 2, 2024**, and notices in both English and Spanish were published on the TxDOT webpage on **February 5, 2024**.

Notices were also published in English in the Montgomery County News and Houston Community Newspaper, and in Spanish in La Voz on February 7, 2024.

Notices in both English and Spanish were then mailed to adjacent landowners on **February 12, 2024**, along with the project location maps.

Approximately **3,500** postcards were mailed out using the U.S. Postal Service on **February 12, 2024**, to mailboxes within the **77339-zip** code.

Informative flyers were hand-delivered to local community facilities, gathering places, and apartment complexes in the vicinity the week of **February 27, 2024**.

TxDOT advertised the meeting on roadside variable message signs along Northpark Drive from **February 19 to March 7, 2024**.

In addition, links giving meeting information and notices, were posted on the TxDOT Facebook page, Nextdoor and TxDOT Houston District X page, formally known as Twitter, prior to the public meeting.

Project Overview

Learn



Project Name:

Northpark Drive Reconstruction Project

Project Length:

Approximately (one) 1 mile

Project Limits:

From Russell Palmer Road to Woodland Hills Drive

Project Reference Numbers:

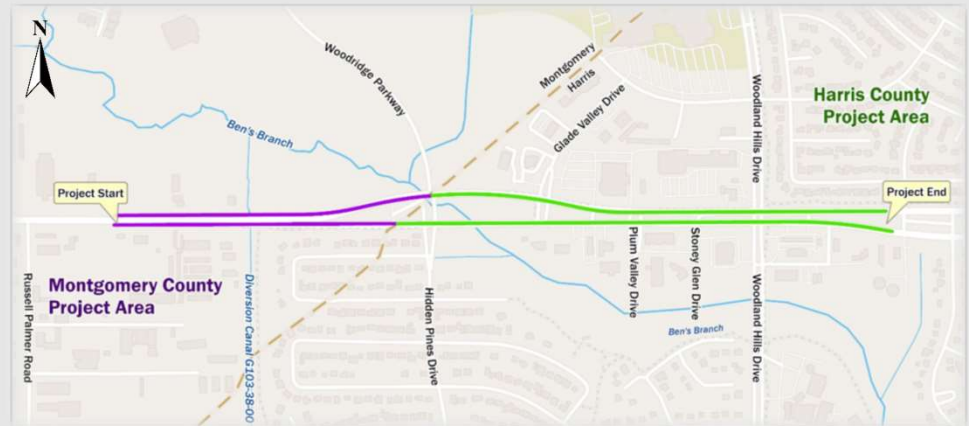
0912-37-245 & 0912-72-618

Estimated Construction Cost:

Approximately \$69.6 million

Funding:

This project is funded



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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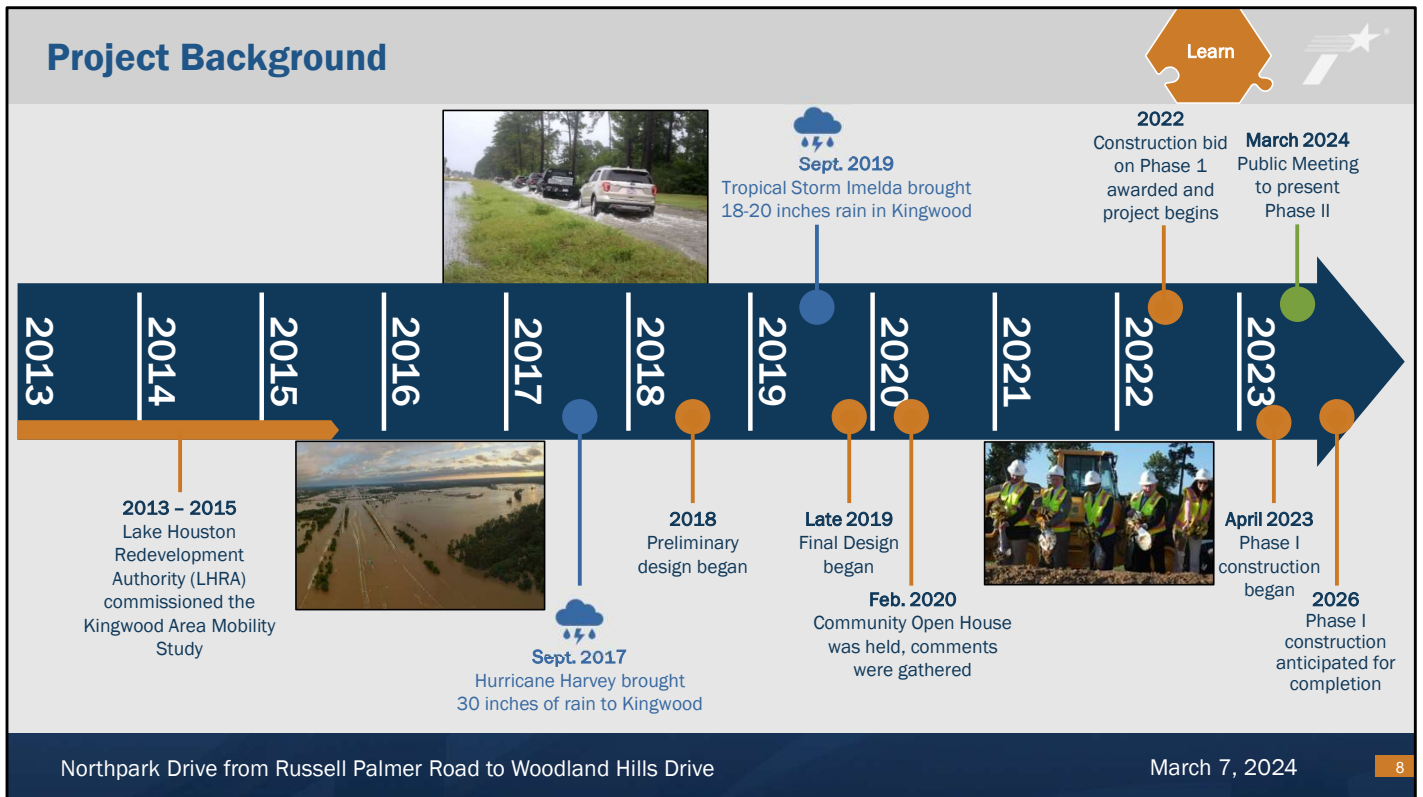
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Script:

As you can see at the top of the slide, we now have the “learn” puzzle piece. In this part of the presentation we will discuss the project in general and learn why these improvements are being considered.

The proposed Northpark Drive Reconstruction Project is located within Harris and Montgomery Counties. The project would extend for a total of 1.01 miles along Northpark Drive, from 750 feet east of Russell Palmer Road to 800 feet east of Woodland Hills Drive.

The estimated cost of the proposed project is approximately \$69.6 million dollars, which would be funded with a combination of federal and local dollars. This information can also be found in the project handout, for quick reference.



Script:

For a bit of background, in 2013 the Lake Houston Redevelopment Authority (LHRA) commissioned the Kingwood Area Mobility Study to investigate the mobility needs of the area. At the conclusion of the study in May 2015, the Northpark Corridor Project was recommended. In September 2017, the area was hit by Hurricane Harvey which brought approximately 30 inches of rain in four days, affecting several neighborhoods near Northpark Drive. In 2019, Tropical Storm Imelda brought 18-20 inches of rain that caused intense flooding, affecting residents, transit, accessibility and reinforced the need for drainage and construction improvements to Northpark drive. After these heavy flooding events and because of continuous feedback from the Kingwood area steering committee meetings and stakeholder meetings, Northpark between Interstate (I)-69 and Woodland Hills Drive was determined as a priority improvement project.

The Northpark Corridor Project was broken into two phases. Construction on Phase I, from IH-69 to just east of Russell Palmer Road, began in April 2023 and is anticipated to last several years. This presentation will introduce Phase II from 750 feet east of Russell Palmer Road to 800 feet east of Woodland Hills Drive.

When completed, Phase I and II of the Northpark Drive Corridor Project would serve as the only dedicated all-weather-event, evacuation route for the residents of Kingwood.

Northpark Corridor Project Phases and Boundaries



PHASE 1: Northpark Drive Overpass Project

- Montgomery County
- Locally funded by LHRA/City of Houston

PHASE 2: Northpark Drive Reconstruction Project

- Harris and Montgomery Counties
- Federally funded - Category seven funds Metropolitan Mobility and Rehabilitation
- 80% Federal / 20% Local Government Cost Split



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Script:

This slide shows a zoomed out visual and the boundaries of the two Phases of the Northpark Corridor Project.

Phase I shows the Northpark Overpass Project, or the western phase, in blue, and includes Northpark Drive at Loop 494 to just east of Russell Palmer Road. This phase is locally funded by the Lake Houston River Authority and the City of Houston TIRZ 10.

The current Phase II or eastern phase, shows the Northpark Reconstruction Project that we are presenting today, in purple in green, beginning just east of Russell Palmer Road on Northpark Drive, and ending just east of Woodland Hills Drive. This phase is federally and locally funded through a category seven grant and local funds.

Purpose and Need of the Proposed Project

Learn



Project is Needed due to:

- Heavy traffic congestion
- Poor mobility
- Discontinuous shoulders and sidewalks
- Road inundation during rainfall events



Purpose of the Proposed Project:

- Reduce congestion
- Provide an evacuation route
- Improve pedestrian and bicycle safety
- Improve drainage



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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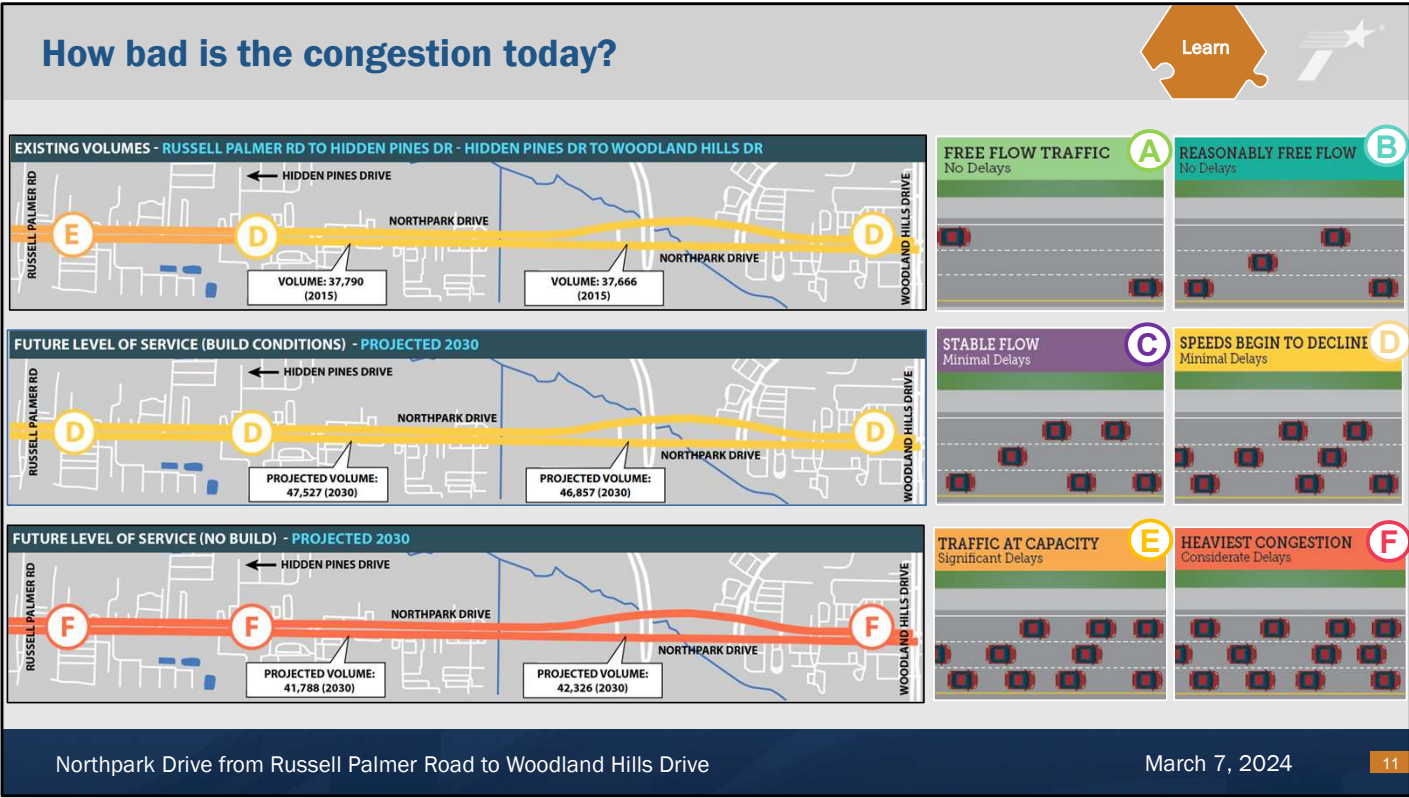
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Script:

The Phase II Northpark Drive Reconstruction Project is needed because the existing number of lanes on Northpark Drive do not efficiently handle the volume of vehicles that currently use the road, which results in heavy traffic congestion. As the area continues to grow, this congestion is expected to worsen.

As we discussed earlier, inclement weather and flooding also consistently affect the Kingwood-area and Northpark Drive is a necessary evacuation route out of the neighborhoods. Also, the lack of adequate drainage reinforces the need for the proposed improvements, and there are no continuous sidewalks or bicycle facilities along Northpark Drive.

The overall purpose of the project is to reduce traffic congestion, improve stormwater conveyance and drainage, provide a viable evacuation route to I-69, improve pedestrian and bicycle safety, and to elevate the road above rainfall inundation levels during rain events on Northpark Drive between the limits of Russell Palmer Road to Woodland Hills Drive.



Script:

In order to visualize the congestion on Northpark Drive, the project team studied the level of service. You can think of level of service as a grade that is given to a roadway to gauge how well it handles the traffic that is there today.

Much like grades in school, level of service ranges from A, free flowing traffic as shown in light green, to F which is heavily congested as shown in red. In terms of delays experienced by motorists, a LOS A through D is considered acceptable or passing, and a LOS E or F is considered unacceptable or failing.

As you can see on the left part of the slide, this existing roadway is currently operating at capacity with a LOS of E, or orange, from Russell Palmer Road to Hidden Pines Drive, and a LOS of D, or yellow, from Hidden Pines drive to Woodland Hills Drive.

According to the Texas A&M Transportation Institute’s 2022 Most Congested Roadways in Texas report, Northpark Drive ranked as the top 10% most congested roadways in the state, out of more than 1,800 roads analyzed. On average, more than 31,000 vehicles traverse Northpark Drive every day.

Without the completion of the Northpark Drive Reconstruction Project, the overall LOS is projected to degrade to an undesirable F in 2030, with drivers experiencing heavy delays during peak traffic hours.

With the lane improvements from this proposed project, future traffic would operate at an acceptable LOS of D or above.

Benefits of the Proposed Project



- Decrease delays/travel time



- Prepare for the anticipated increase in vehicles as the area continues to grow



- Improved pedestrian and bicycle facilities



- Elevate Northpark Drive over the 100-year floodplain



- Storm water and flood mitigation improvements



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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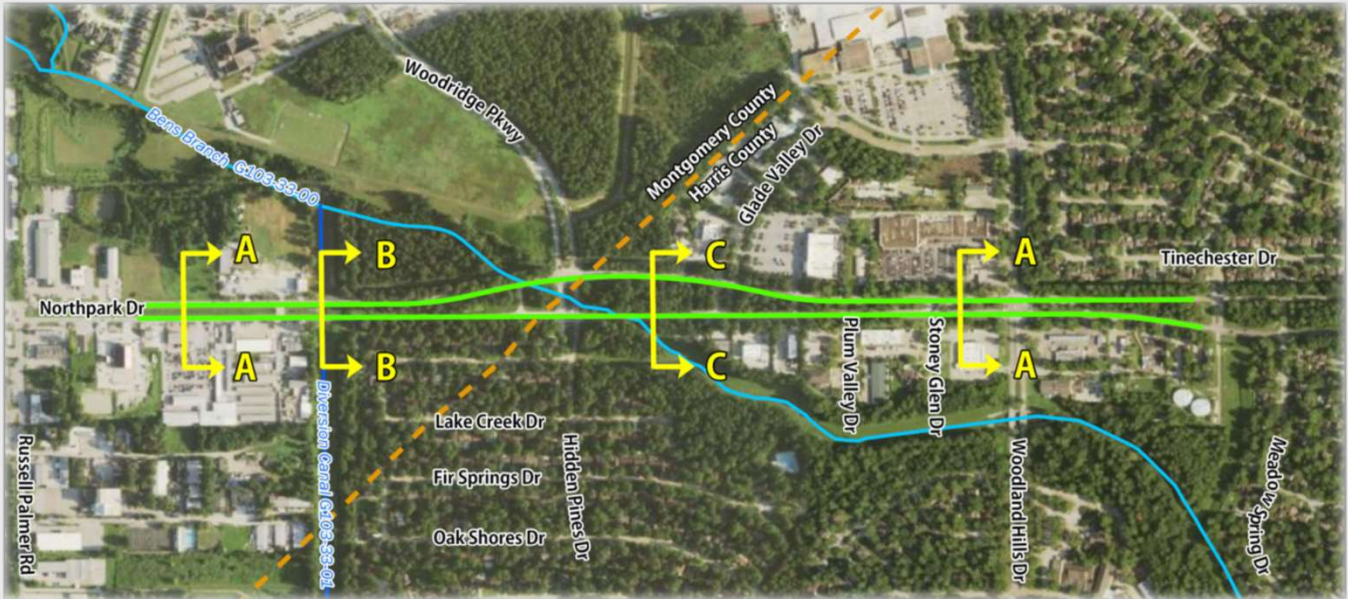
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Script:

The benefits of the proposed project would include :

- Decreasing the daily delays and slowdowns in travel time
- Improved mitigation of stormwater and rainfall inundation
- Prepare for the anticipated increase in vehicles that use Northpark Drive as the area continues to grow
- Improved pedestrian facilities – including bicycle shared-use paths

Typical Section Locations (Sections A thru C)



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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Script:

As you can see from the top of the slide, we now have the “understand” puzzle piece. In this part of the presentation, we will introduce the proposed improvements so that you can become familiar with what actions are being considered and provide informed feedback.

Northpark Drive can be separated into distinct sections. This slide illustrates the limits of each section.

Section A covers two segments of the Northpark corridor; the first section beginning just east of Russell Palmer Rd. to Kingwood Diversion Ditch, and the second section A, beginning east of Stoney Glen Dr. to east of Woodland Hills Dr.

Section B covers the limits of the Kingwood Diversion Ditch crossing to west of Glade Valley Dr.

Section C begins west of Glade Valley Dr. to east of Stoney Glen Dr.

Section A: East of Russell Palmer Rd. to East of the drainage ditch



Current configuration of two sections of Northpark Drive. The first section beginning just east of Russell Palmer Rd. to Kingwood Diversion Ditch, and the second section, beginning east of Stoney Glen Dr. to east of Woodland Hills Dr.



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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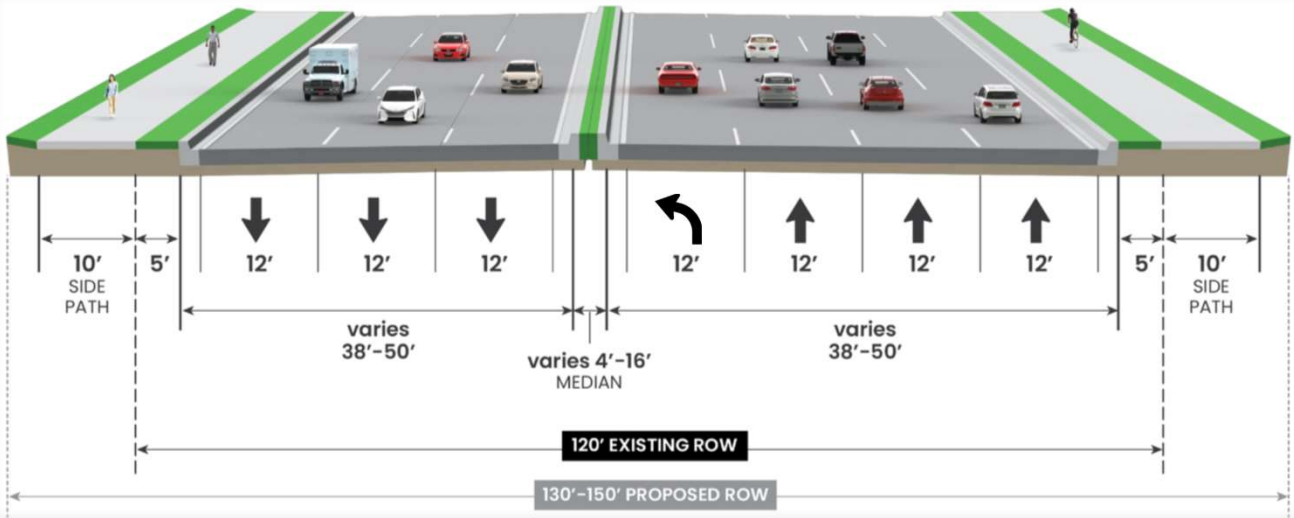
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Script:

Let's take each section one at a time. The different configurations of these sections are illustrated using typical sections, which are cross-sections of how the roadway looks today or would look with the proposed improvements. The map is shown on the slide for easy reference.

Today Section A has four, 11-foot-wide travel lanes, two in each direction, and two 1-foot-wide curb offsets on each side. The grass ditch median varies between 54 and 72-foot-wide. The existing right of way is approximately 120-foot-wide.

Proposed Typical Section A: East of Russell Palmer Rd. to East of the drainage ditch



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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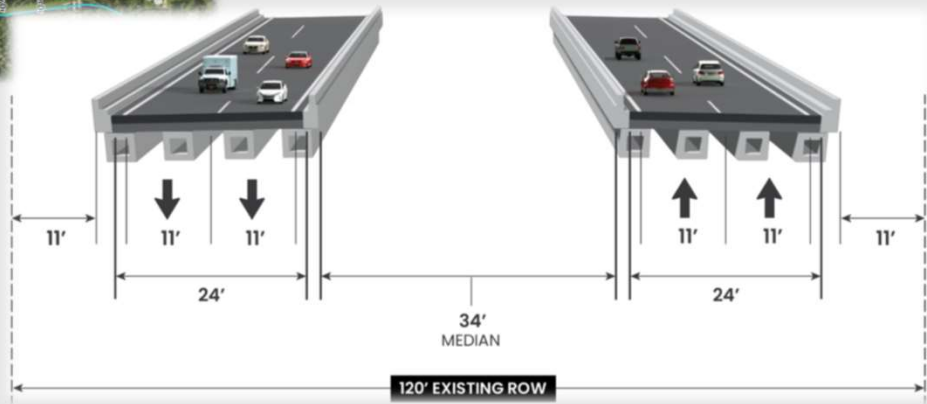
Script:

The proposed Section A shown here, would have six 12-foot-wide travel lanes, three in each direction, with raised medians varying in width from 4 to 16-foot-wide, and one 12-foot-wide turning lane at cross streets. Two 10-foot-wide side paths would be added to accommodate bicyclists and pedestrian traffic, and the right of way would vary from 130 to 150-foot-wide.

Section B: At Kingwood Diversion Ditch Crossing



Current configuration of Section B of Northpark Drive from the Kingwood Diversion Ditch to west of Glade Valley Drive.



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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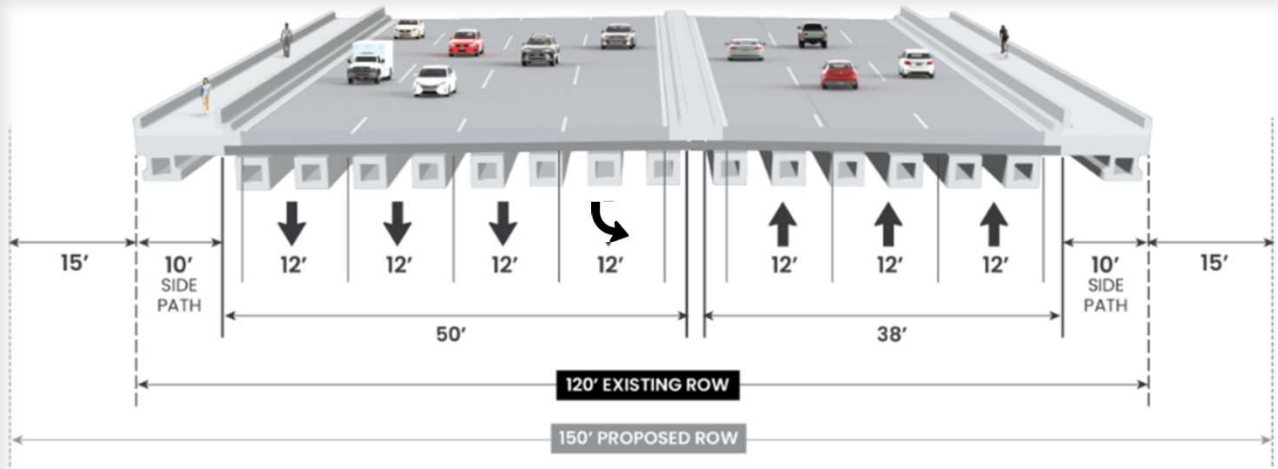
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Script:

Existing section B is comprised of two 32-foot-wide bridges. Each bridge includes two 11-foot-wide travel lanes, two in each direction. Similar to section A, section B also includes one-foot-wide curb offsets in each direction.

Proposed Typical Section B: At Kingwood Diversion Ditch Crossing

Understand



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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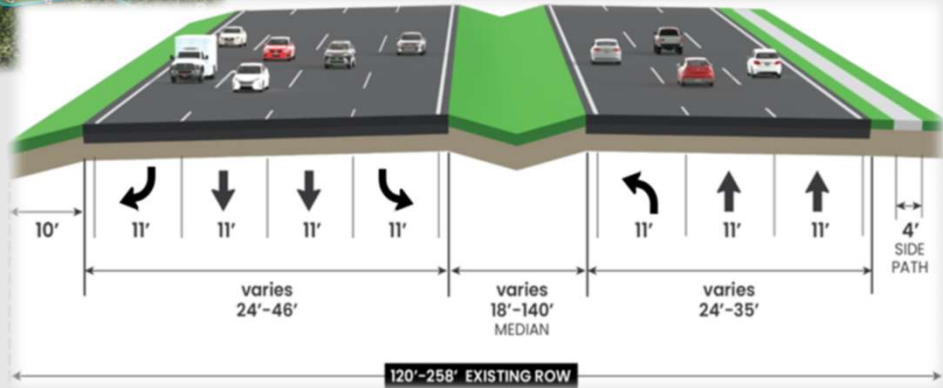
Script:

Proposed typical section B would be comprised of a 116-foot-wide bridge spanning across the Kingwood Diversion Ditch. There would be six 12-foot-wide travel lanes and 2-foot-wide outside buffers in each direction and 10-foot-wide side paths for pedestrians and bicyclists. There would also be a 12-foot-wide left turning lane running westbound and 4-foot-wide medians. The proposed minimum right of way would increase to 150-foot-wide.

Section C: West of Glade Valley Dr. to East of Stoney Glen Dr.



Current configuration of Section C of Northpark Drive from west of Glade Valley Dr. to east of Stoney Glen Dr.



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

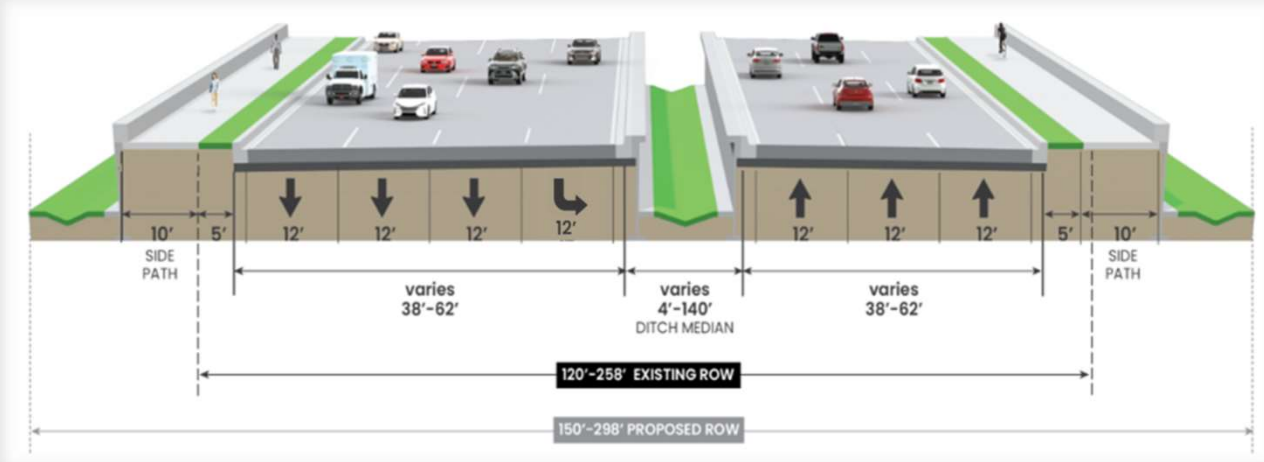
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Script:

The existing typical section C has four 11-foot-wide travel lanes, two in each direction. There are also 11-foot-wide left and right-turning at cross streets with 1-foot-wide curb offsets in each direction. There are grassy medians between 18 and 140-foot-wide, with a 10-foot-wide grassy shoulder running westbound outside of the lanes and a four-foot-wide sidewalk running eastbound. The existing right of way in this section varies between 120 and 258-foot-wide.

Proposed Typical Section C:
West of Glade Valley Dr. to East of Stoney Glen Dr.



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

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Script:

Proposed typical section C would also include six, 12-foot-wide travel lanes with 12-foot-wide left turning lanes at cross streets. There would also be two 5-foot-wide outside buffers and 10-foot-wide side paths in each direction. Proposed ditch medians would be four-to-140-foot-wide with retaining walls constructed to separate the travel lanes and to reduce the impact on existing trees.

Purpose of the Proposed Drainage

To make the road passable during a 100-year rainfall event

- To ensure construction does not impact water levels on properties upstream or downstream of the project

Proposed Improvements

- Raise the road above the 100-year floodplain water surface elevations
- Update Ben's Branch culverts to match existing conditions
 - The increased size of the culverts would prevent impacts



Script:

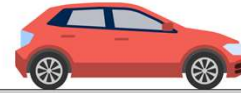
One of the primary goals of this project is to prevent Northpark Drive from being inundated by stormwater from Ben's Branch during major storm events.

In order to do this, Northpark Drive will be elevated above the 100-yr. floodplain, and larger box culverts are proposed to allow storm water to pass underneath the road. While considering options for improving drainage, it is also important to ensure these improvements do not impact water levels upstream or downstream of the project.

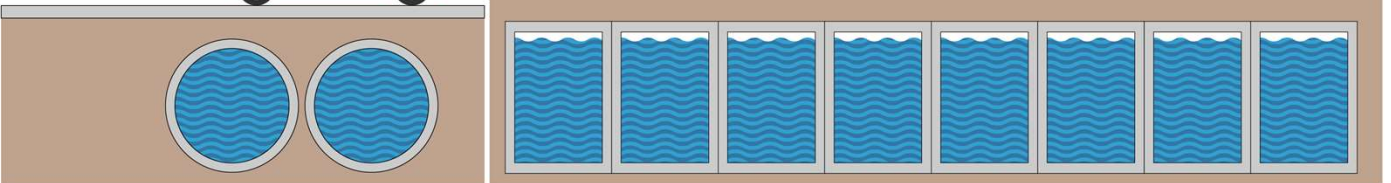
All drainage design is based on using the most current Atlas 14 Rainfall data that has been adopted by the City of Houston, TxDOT, and the Harris County Flood Control District.

Existing Conditions

Proposed Conditions



100-yr Floodplain Elevation



- Proposed culverts are sized for 100-yr. flow.
- Frequently, this flow is going above and below the existing road.

Script:

The left side of this graphic illustrates the existing crossing at Ben's Branch which is frequently overwhelmed by extreme rainfall events. This illustrates that during large amounts of rain, the culverts under the road are completely filled with water which causes water to overflow onto Northpark Drive.

The right side of the graphic illustrates how Northpark Drive would be elevated above the 100-year floodplain. The small culverts would be replaced with larger box culverts to provide more underground storage for water during heavy rains. In addition, other channel improvements are planned on Ben's Branch upstream of the proposed culverts to maintain existing flows downstream for more frequent rainfall events such as 2 and 10-yr storms.

Project Details: Right of Way and Potential Displacements



- The project would require approximately 3.7 acres of additional ROW
- No displacements
- Project would require some construction easements



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Script:

The proposed project would require the acquisition of approximately 6 to 38 feet of right of way (ROW) along the north and south sides of Northpark Drive, resulting in a new ROW width of 126 to 298 feet. The project would require approximately 3.7 acres of additional ROW and would result in 34 partial acquisitions of adjacent property, but no displacements.

The proposed right of way line can be viewed on the layouts at the open house meeting or online at the webpage listed later in the presentation.

Right of Way Information



City of Houston, Texas, Ordinance No. 2017-203

AN ORDINANCE AMENDING ORDINANCE NO. 2015-1263 FINDING AND DETERMINING PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF REAL PROPERTY INTERESTS IN CONNECTION WITH THE PUBLIC IMPROVEMENT PROJECT KNOWN AS THE POST OAK BOULEVARD PROJECT BY PROVIDING FOR THE ACQUISITION OF ADDITIONAL REAL PROPERTY INTERESTS; AUTHORIZING THE ACQUISITION BY GIFT, DONATION, PURCHASE OR EMBEZZLEMENT OF THE FREE SIMPLE TITLE OF STREET EASEMENTS IN AND TO FIVE ADDITIONAL PARCELS OF LAND REQUIRED FOR THAT PROJECT; FOUR BEING SITUATED IN THE WILLIAM WHITE 103 LEASE, ABSTRACT NO. 884, ALONG THE EAST AND WEST LINES OF POST OAK BOULEVARD IN HOUSTON, HARRIS COUNTY, TEXAS, AND ONE BEING SITUATED IN THE M.G. GRAY SURVEY, ABSTRACT NO. 284, ALONG THE WEST LINE OF ANDERSON STREET IN HOUSTON, HARRIS COUNTY, TEXAS; AUTHORIZING PAYMENT OF THE COSTS OF SUCH ACQUISITIONS, INCLUDING THE PURCHASE PRICES OF THE PUBLIC PROPERTY INTERESTS AND COSTS ASSOCIATED WITH RELOCATION ASSISTANCE, APPRAISALS, TITLE POLICEMEN'S RECORDS OF INTERESTS, AND EMBEZZLEMENT PROCEEDINGS; CONTAINING FINDINGS OF THE FOREGOING SUBJECT; AND DECL.

WHEREAS, pursuant to Ordinance December 16, 2015, the City entered into a between the City, the LHRD Development Zone Number Eleven, in which the Authority's use, cost and expense, and judgment and advice on that fact acquisition of street rights-of-way (consists the design and construction of the Project on lanes for general traffic and a to-traffic lanes in an expedient manner (the "Project").

WHEREAS, in connection with this, also created the Balance Upfront Transit U

WHEREAS, Ordinance No. 2016-14 parcels of land required for the Project, and

WHEREAS, the City Council of the C interest of the public to amend Ordinance gift, mediation, arbitration, or arbitrate out with respect to the parcel of land involved

City of Houston, Texas, Ordinance No. 2021-645

AN ORDINANCE AMENDING ORDINANCE NO. 2018-017 FINDING AND DETERMINING PUBLIC CONVENIENCE AND NECESSITY FOR THE ACQUISITION OF REAL PROPERTY INTERESTS IN CONNECTION WITH THE PUBLIC IMPROVEMENT PROJECT KNOWN AS THE NORTH PARK DRIVE OVERPASS PROJECT; AUTHORIZING THE ACQUISITION BY GIFT, DONATION, PURCHASE OR EMBEZZLEMENT OF THE FREE SIMPLE TITLE EASEMENTS AND RESTRICTIVE COVENANTS IN AND TO SEVEN ADDITIONAL PARCELS OF LAND REQUIRED FOR THE PROJECT AND SITUATED IN THE BERRY OWENS SURVEY, ABSTRACT NO. 485, MONTGOMERY COUNTY, TEXAS, SAID PARCELS OF LAND BEING LOCATED ALONG THE NORTH AND SOUTH LINES OF NORTH PARK DRIVE IN HOUSTON, MONTGOMERY COUNTY, TEXAS; AUTHORIZING PAYMENT OF THE COSTS OF SUCH ACQUISITIONS, INCLUDING THE PURCHASE PRICES OF THE PROPERTY INTERESTS AND COSTS ASSOCIATED WITH RELOCATION ASSISTANCE, APPRAISALS, TITLE POLICEMEN'S RECORDS OF INTERESTS, AND EMBEZZLEMENT PROCEEDINGS; COURT COSTS, AND EXPERT WITNESS FEES, AND AUTHORIZING THE RETENTION OF SPECIAL COUNSEL TO BE SELECTED BY THE CITY ATTORNEY IN CONNECTION WITH THE ACQUISITION RESTRICTIVE COVENANTS, TO TOBERRY FOR THE PROJECT RELATED TO THE FOREGOING

PUBLIC IMPROVEMENT DEVELOPMENT CONTRACT AMONG THE CITY OF HOUSTON, TEXAS, LAKE HOUSTON REDEVELOPMENT AUTHORITY, AND REINVESTMENT ZONE NUMBER TEN, CITY OF HOUSTON, TEXAS

THIS PUBLIC IMPROVEMENT DEVELOPMENT CONTRACT (this "Contract") is made in Harris County, Texas, as of the date countersigned by the City Controller by and among the City of Houston, Texas, a municipal corporation and home-rule city in the State of Texas (the "City"), Lake Houston Redevelopment Authority, a not-for-profit local government corporation organized and existing under the laws of the State of Texas (the "Authority"), and Reinvestment Zone Number Ten, City of Houston, Texas, a reinvestment zone created by the City pursuant to Chapter 311, Texas Tax Code (the "Zone"). The City, Authority and Zone may also be referred to in this Contract as singularly as a "Party" or collectively as "Parties."

RECITALS

WHEREAS, by Ordinance No. 1997-1586, passed and adopted on December 17, 1997, the City created Reinvestment Zone Number Ten, City of Houston, Texas (the "Zone") pursuant to Chapter 311, Texas Tax Code, as amended, for the purposes of redevelopment in the area of the City generally referred to as the Lake Houston area pursuant to a preliminary reinvestment zone financing plan for the Zone; and

WHEREAS, the Board of Directors of the Zone (the "Zone Board") adopted and the City approved, by Ordinance No. 1999-587 passed and adopted on April 21, 1999, a Project Plan and Reinvestment Zone Financing Plan for the Zone, which was amended by the First Amendment to the Project Plan and Reinvestment Zone Financing Plan pursuant to Ordinance No. 1999-858 passed and approved on August 11, 1999, the Second Amendment to the Project Plan and Reinvestment Zone Financing Plan pursuant to Ordinance No. 2008-037 passed and approved on April 29, 2008, the Third Amendment to the Project Plan and Reinvestment Zone Financing Plan pursuant to Ordinance No. 2011-242 passed and approved on August 24, 2011, the Fourth Amendment to the Project Plan and Reinvestment Zone Financing Plan pursuant to Ordinance No. 2014-255 passed and approved on April 2, 2014, and the Fifth Amendment to the Project Plan and Reinvestment Zone Financing Plan pursuant to Ordinance No. 2018-997 passed and approved on December 12, 2018 (collectively, the "Plan"); and

WHEREAS, by Resolution No. 2013-62, adopted on December 4, 2013, the City authorized the creation of the Authority to aid, assist, and act on behalf of the City in the performance of the City's governmental functions with respect to the common good and general welfare of the Lake Houston Area; and

2017 passed and adopted on May Texas (the "City"), approved and as a reinvestment zone financing plan in connection with the public by within the Lake Houston Area, and mitigate flooding; and

- City of Houston Ordinances No. 2017-203 and No. 2021-645
- Information about the city ordinances and Northpark Drive Reconstruction Project by emailing the LHRD representative at info@lhra.com



Script:

If you have any questions about how your property may be impacted, information about the City of Houston property ordinances and Northpark Drive right of way can be requested by emailing the Lake Houston Redevelopment Authority representative at info@lhra.com.



National Environmental Policy Act (NEPA) Assignment to the Texas Department of Transportation

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 9, 2019, and executed by FHWA and TxDOT.

Script:

This project is receiving federal funds, and because of the federal component, TxDOT is required to assess the potential environmental effects of the proposed project in accordance with Federal standards. The process that is followed is called the National Environmental Policy Act process, otherwise known as NEPA. The NEPA process provides analyses of the potential impacts to the natural and manmade environment and helps the decision maker to make an informed decision on whether or not to proceed with the project. On December 9, 2019, TxDOT received a signed Memorandum of Understanding from the Federal Highway Administration that permits TxDOT to assume responsibility from the Federal Highway Administration for reviewing and approving certain assigned NEPA projects. This review and approval process applies to this project.



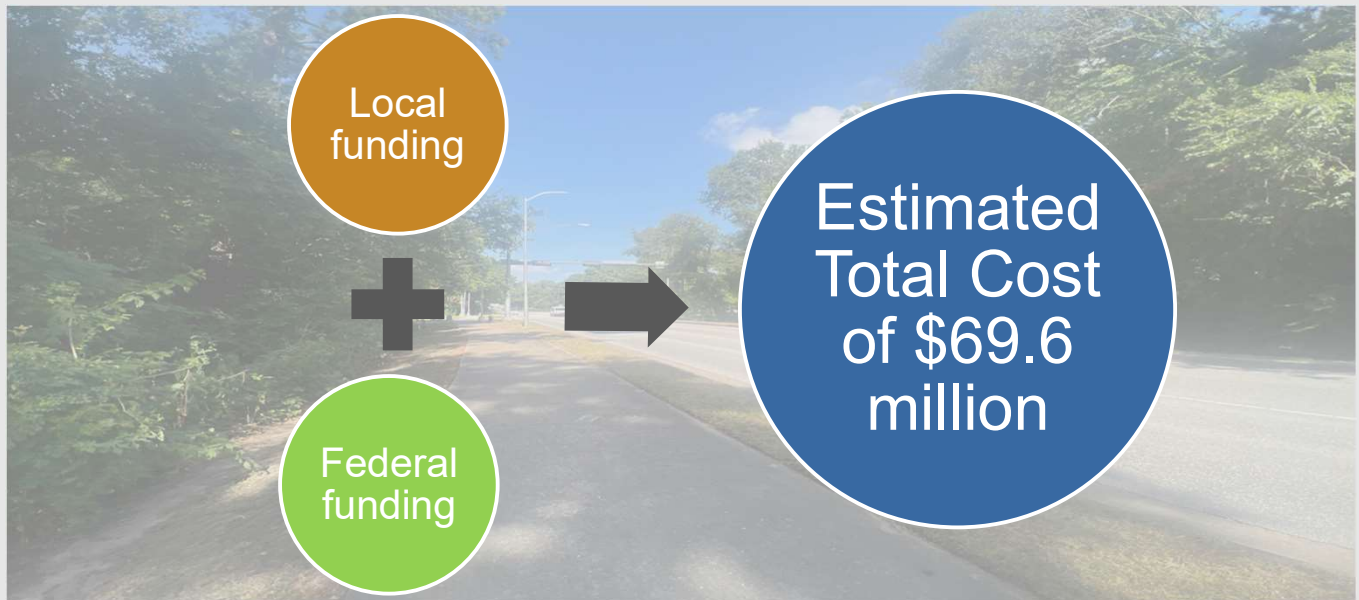
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The project team is identifying and evaluating potential environmental impacts that could occur as a result of constructing the proposed project.

Areas that are under review include biological resources, community impacts, environmental justice, water resources, hazardous materials, archaeological resources, historic resources, and traffic noise.

The project would be designed to avoid or minimize impacts to the greatest amount practicable.

Once completed, technical reports documenting the analysis and conclusions of these studies will be available for review upon request.



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

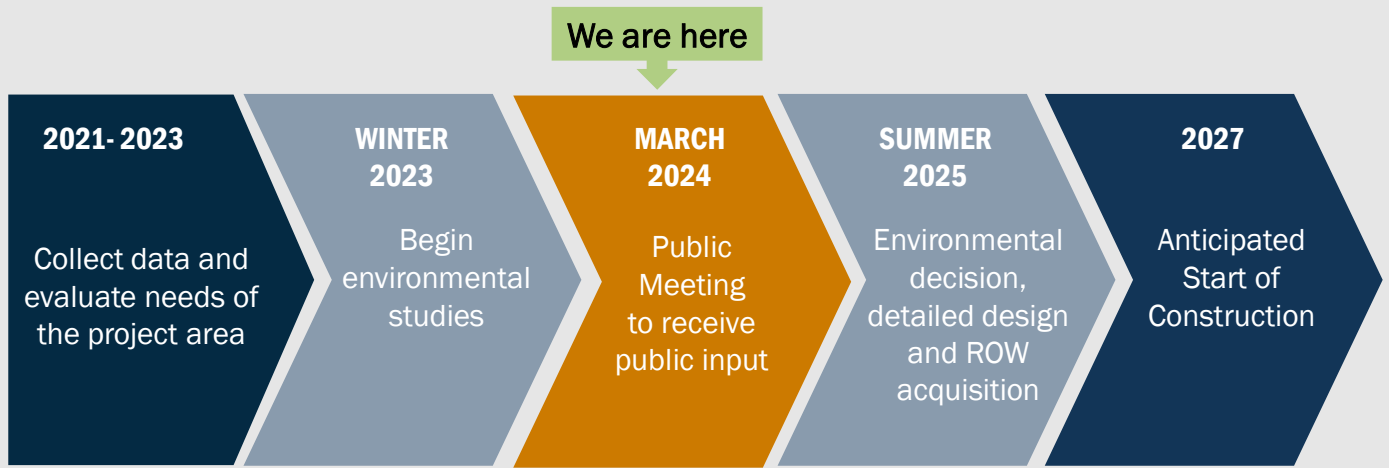
March 7, 2024

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Script:

The proposed project would be funded with a combination of federal and local funds for a total of approximately 69.6 million dollars.

Northpark Drive Reconstruction Project (Phase II) Timeline and Next Steps



* This schedule is approximate and subject to change

Script:

We want to highlight the estimated project timeline. Look for the green “We are here” arrow at the top middle of your screen. After the comment period closes, the project team will review the comments received, make appropriate design changes and prepare official public meeting documentation. Public meeting documentation will be posted to the project meeting webpage after the close of the comment period. The next steps include receiving an environmental decision, beginning detailed design activities and acquiring right of way. A letting date is to be determined however; federal funding is scheduled for 2027. The project team estimates that construction would take approximately two and a half years.

How to Submit Your Comments



All comments must be received or postmarked by **Friday, March 22, 2024**.
Comments may be submitted in the following ways:

Comment Card: Download the comment card from the website, fill it out and email or mail it to TxDOT. Include reference to CSJ: 0912-37-245 & 0912-72-618/EM

Online: To access the public meeting page, scan the QR code or visit www.txdot.gov/projects/hearings-meetings.html

Click on the "Online Comment Form" underneath the "Download" section.

Email: Submit to: HOU-PIOwebmail@txdot.gov

In-person: Drop the Comment Form in the comment box at the in-person open house

Mail: Mail the comment card:
TxDOT Houston District
Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386



Northpark Drive from Russell Palmer Road to Woodland Hills Drive

March 7, 2024

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Script:

TxDOT encourages you to review the materials regarding the proposed project and provide feedback.

You may submit comments in the following ways:

Download the comment card from the project webpage -

<https://www.txdot.gov/projects/hearings-meetings.html> and email to HOU-PIOwebmail@txdot.gov

Fill out the comment card at the open house and drop in the comment box.

Mail the comment card to: TxDOT Houston District
Attention: Advanced Project Development Director
P.O. Box 1386
Houston, Texas 77251-1386

Comments must be received or postmarked by Friday, March 22, 2024, to be included in the public meeting documentation. Responses to verbal and written comments received during the comment period will be included in the public meeting documentation that will be posted on the project webpage when complete.

Quick Contacts – Engage TxDOT Online



Houston District Contact

Contact the TxDOT Environmental Project Manager anytime during project development:

Elizabeth Moreau

Phone: (713) 802-5223

Email: Elizabeth.Moreau@txdot.gov



To access the public meeting page visit www.txdot.gov/projects/hearings-meetings.html or scan the QR code

Social Media



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Like us on Facebook:
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www.instagram.com/txdothouston

Script:

Please don't hesitate to contact us with any questions, and feel free to contact Elizabeth Moreau at the TxDOT Houston District office by phone at (713) 802-5223 or email at Elizabeth.Moreau@txdot.gov with any questions or comments at any time during the project development process. And don't forget to click on these links and follow us on X formally Twitter, for ongoing road closures and construction updates on the X page. You may also keep up with TxDOT news on our Facebook page or follow us on our Instagram page.

HELP
#EndTheStreakTX
End the streak of daily deaths on Texas roadways.

TxDOT.gov (Keyword: #EndTheStreakTX)

  
#EndTheStreakTX Toolkit



Script:

November 7, 2000, was the last deathless day on roadways in Texas. That means for over two decades, at least one person has died every single day. We all have a part to play to change that. This message is that reminder – to End the Streak of deaths on Texas highways. We need drivers and passengers to act more responsibly and help us reach our goal of zero deaths by 2050. Texans can play a major role in ending fatal crashes with a few simple driving habits: wear seatbelts, drive the speed limit, put away the phone and other distractions, and never drive under the influence of alcohol or drugs. So please do your part and share this message with your friends and family.



**Thank you for participating in
this public meeting**

**Please remember to submit comments by
Friday, March 22, 2024.**

Script:

Thank you for participating in this public meeting. Please remember to submit your comments no later than Friday, March 22, 2024, to be included in the official public meeting documentation.