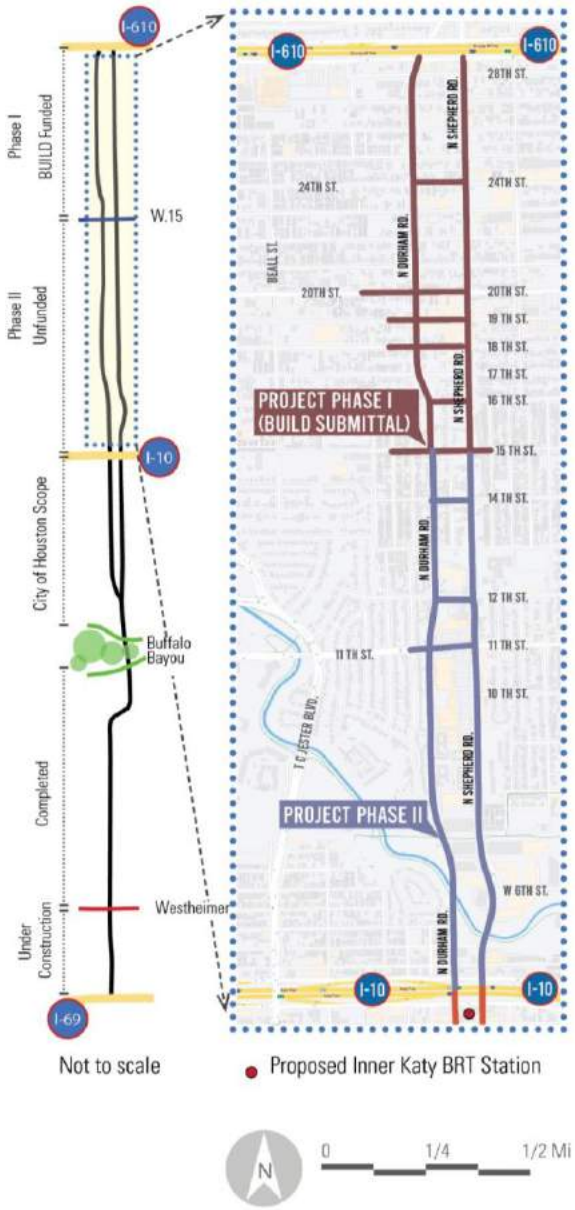
SHEPHERD AND DURHAM
MAJOR INVESTMENT PROJECT

June 2020

Presentation for: Houston-Galveston Area Council

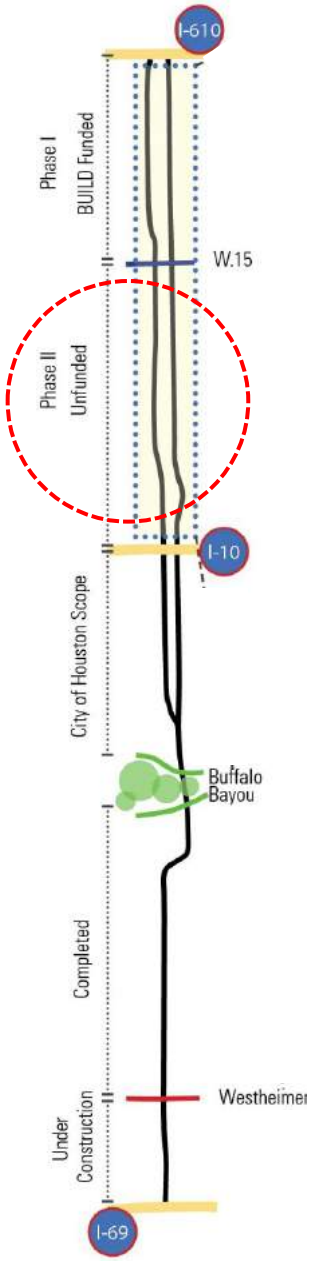


Project Partners:
City of Houston
Memorial Heights Redevelopment Authority

Project Background

- Shepherd & Durham - Phase I was recently funded through a FY19 BUILD award, the successor of TIGER program which is one of the most competitive discretionary funding programs in the nation.
- This award is the largest award within the State of Texas as a component of the FY 19 Program.
- The BUILD application requested the maximum award of $25M to be matched by $25M in local funding for Phase I- IH 610 to W. 15th
- Currently, design and environmental activities are underway for both Phase I and II.
- Phase II capital cost is unfunded.
- THE REQUEST - **Mend the Project Funding Gap**

$117M Project Cost (= $110M Capital Cost + $7M Design Costs) = $52 M City of Houston/ Redevelopment Authority + $25 M USDOT / BUILD + $40 M HGAC (funding gap)



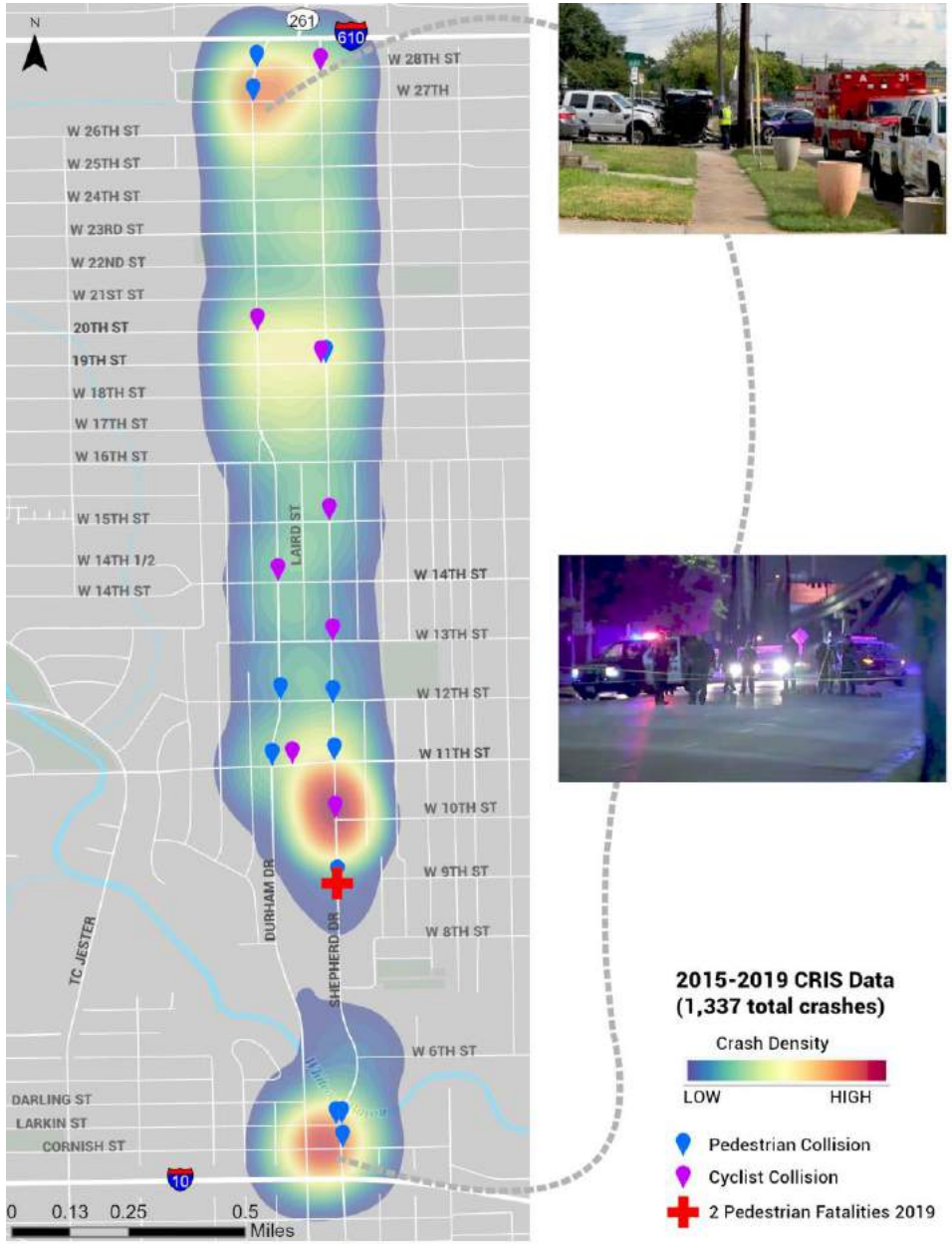
Project Purpose & Need

- Addresses regional priorities related to:
  - Safety
  - State Of Good Repair
  - Multimodal Access
  - Stormwater Mitigation

- Replace and upgrade all public infrastructure within the existing public right-of-way to include

Roadway	Multimodal	Public Utilities
Access management (driveway consolidation and channelization)	Construct accessible sidewalks Install high comfort bike facilities	Upgrade stormwater detention infrastructure to meet post-Hurricane Harvey standards
Right-size number of lanes to match traffic demand and modify intersections to reduce travel delay	Install functional street trees for shade, roadway buffer	Replace and upgrade sanitary lines
Reconstruction/rehabilitation of existing pavement, curb, and gutter	Install new, relocated, and repositioned transit stops	Replace and upgrade water lines
New and visible mast arm signalization	Install signage and crosswalk striping for user safety including four (4) school crossings within the project limits	

- Two separate traffic analyses demonstrate that the number of travel lanes may be reduced to three (3) lanes each on Shepherd and Durham.
- Proposed improvements at the signalized intersections will improve levels of service throughout the corridor (modeled through 2040).



Project Benefits

1 Improve Safety

Crash Reduction

Safety improvements for automobiles, pedestrians and bicyclists

2 Manage Infrastructure Assets

Improved Pavement Condition & Public Utilities

Upgrade storm water lines
Replace waste and fresh water lines

3 Move People and Goods Efficiently

Improves Job-Access and Multi-modal Travel Choices

Improved access management
ADA compliant infrastructure
Induced bike and pedestrian demand

4 Strengthen Economic Competitiveness

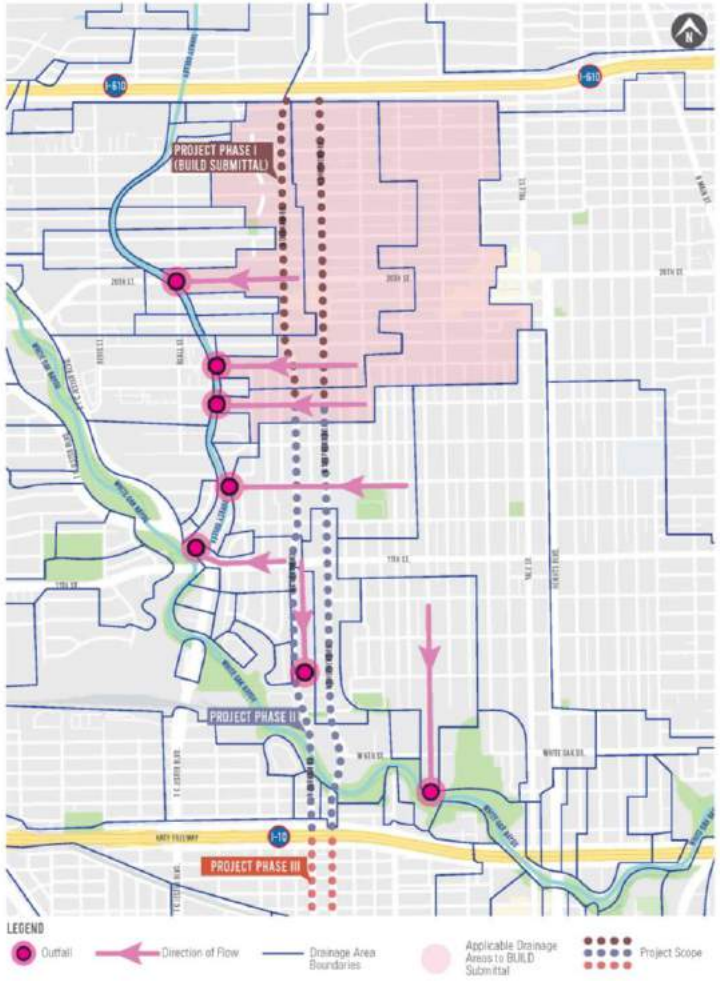
Improved Regional Connectivity and Travel Reliability

Connects to the future High Speed Rail termini
Improves time travel reliability by reducing crashes

5 Protect Resources

Emissions Reduction

Reduce emissions through facilitating alternative transport choices
Addresses regional storm water detention needs



This project will create a true Complete Street with superior multimodal connectivity to the regional transit and shared use path system while providing stormwater management upgrades to the greatest degree practicable.

Project Schedule

Project Phase	2020	2021	2022	2023	2024	2025	2026
Phase 1 - Design	●	●					
Construction			●	●	●	●	
Phase 2 - Design	●	●	●				
Construction				●	●	●	●

Detailed Project Progress

- 30% Design for Phase I and II (DCR/PER) – **Completed May 2020**
- NEPA Documentation for Phase I and II – **Started January 2020**, TxDOT agreement executed April 2020, Completed in January 2021
- Detail Design for Phase I – **Begin June 2020**
- Detail Design for Phase II – **Awaiting H-GAC Funding Commitment**

Phase II Cost Breakout

Item	Phase II Cost	Major Components
General	$ 6,796,873	Mobilization, traffic control, groundwater control, SW3P
Landscape and LID	$ 4,884,974	Trees, tree wells, bioretention cells
Water	$ 1,888,000	8 to 12-inch lines
Sanitary	$ 4,783,749	36-inch lines
Storm	$ 8,503,580	Atlas 14 requirements (required by City/County)
Paving	$ 13,919,708	Concrete pavement and signals
Subtotal	$ 40,776,884	
Contingency (20%)	$ 8,155,377	Standard COH contingency at this status of design
CM/CA/MTS	$ 6,361,194	Amount consistent for TxDOT LGPP projects
Total Construction	**$ 55,293,455**	

Item	Phase II Cost	Federal Eligibility
General	$ 6,796,873	$ 6,796,873
Landscape and LID	$ 4,884,974	$ 4,884,974
Water	$ 1,888,000	$ -
Sanitary	$ 4,783,749	$ -
Storm	$ 8,503,580	$ 8,503,580
Paving	$ 13,919,708	$ 13,919,708
Subtotal	$ 40,776,884	$ 34,105,135
Contingency (20%)	$ 8,155,377	$ 6,821,027
CM/CA/MTS	$ 6,361,194	$ 5,320,401
Total Construction	**$ 55,293,455**	**$ 46,246,563**
2.5% Inflation to 2023		**$ 49,802,490**

Why Now

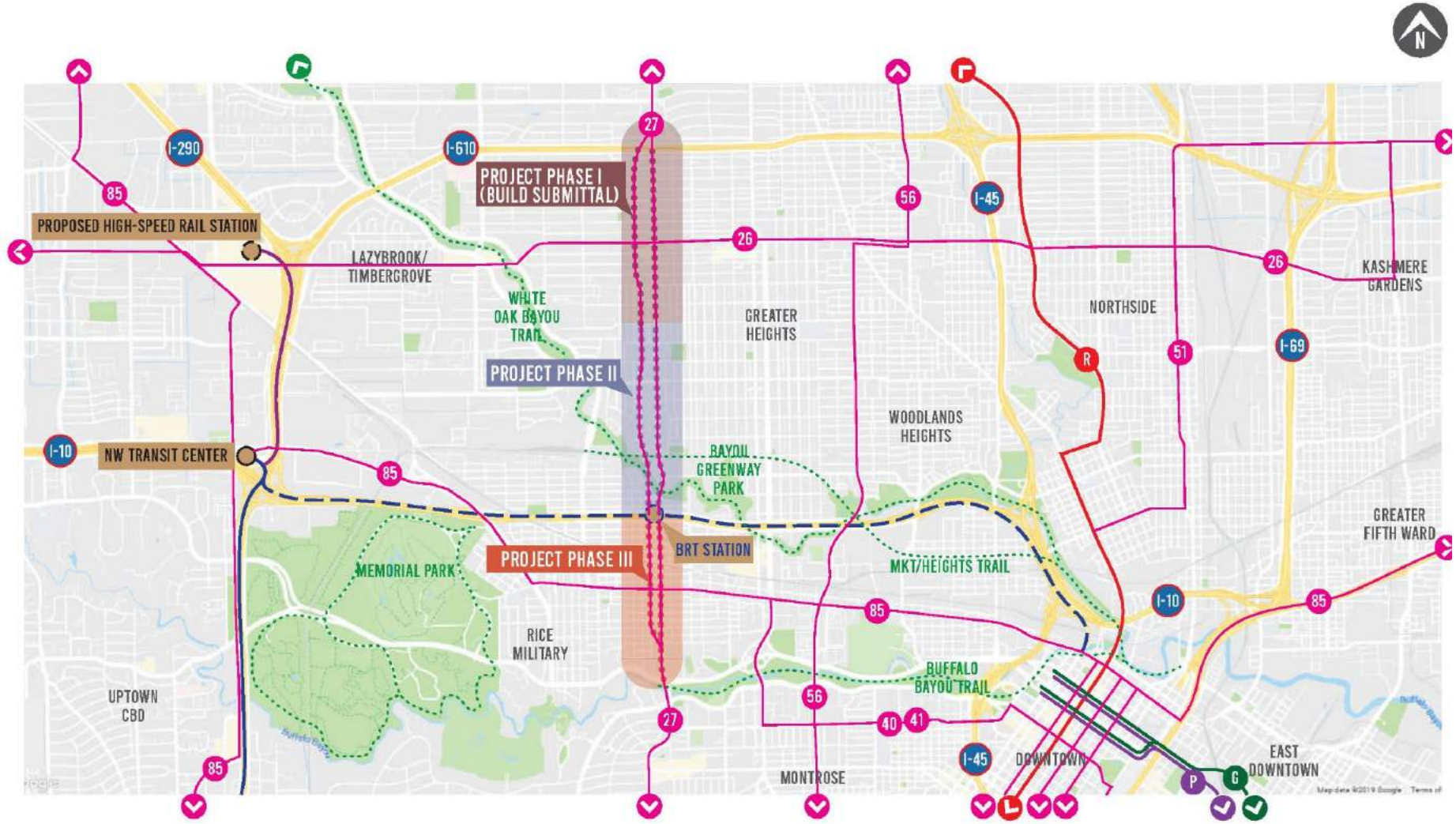
- H-GAC's **commitment** for Phase II funding is **needed now** to enable the Redevelopment Authority and City to lock local match dollars in place over several future budget years.

- From a timeline perspective – a commitment now creates maximum cost efficiencies through streamlining final design, bid and construction phase efforts on both phases. Consolidating construction disruption through one streamlined and coordinated process is critical – especially given the recent disruptions business and property owners have suffered due to COVID-19.

- Finally, completing this gap project means realizing a critical connection to METRO's Inner-Katy BRT project at I-10. Delaying this connection will result in a huge connectivity gap in this area for several years – or longer.

- This '**benefit gap**' also extends to the stormwater infrastructure and safety improvements along the corridor – both of which are major project components intended to mitigate major events which have occurred within and along the project limits.

MEMORIAL HEIGHTS
REDEVELOPMENT AUTHORITY



LEGEND

EXISTING

- Bus Routes (10 min or less frequency)
- R — Light Rail Routes (Red, Green and Purple)
- P
- Regional Transit Nodes
- Bus Rapid Transit (BRT)

IN DEVELOPMENT

- Regional Transit Nodes
- Bus Rapid Transit (BRT)
- Project Phase I (BUILD Submittal)
- Project Phase II
- Project Phase III

0 0.25 0.5 1 1.5 2 3 Miles

Questions ?