



**Public comments re: NHHIP, H-GAC Transportation Policy Council Meeting, 1/22/21  
By Harrison Humphreys, AAH Transportation Policy Advocate**

Good morning committee members, staff. My name is Harrison Humphreys and I am with Air Alliance Houston. I'll be speaking on the NHHIP resolution item today.

While we appreciate the work of the MOU working group and HGAC staff, our organization is unsure of the purpose of the resolution before the body today. The content of the resolution doesn't reflect the reality of the situation or the outcome of the MOU discussions, and it doesn't in any substantial way advance a common vision for the project. Because of these reasons we are opposed to the resolution and ask that the TPC not pass it.

The MOU discussions broke down because TxDOT refused to agree to any language that suggested a potential redesign - like the City of Houston, Harris County, METRO, and community members have requested - might supersede the FEIS.

Additionally, there are a number of problems with the FEIS that should preclude any discussion about advancing a resolution. Just last week, Harris County Judge Lina Hidalgo submitted a letter to the Federal Highway Administration asking them to immediately halt the project approval process and conduct a review of the FEIS because of the alarming number of deficiencies and inconsistencies in the document. Furthermore, TxDOT has not yet responded to the multitude of comments they received raising concerns about the project.

None of these issues point to "common goals" or "mutual accountability" as the resolution suggests. In fact, we may be farther from agreed upon goals for the project than we ever have been. And suggesting that there exists mutual accountability between the parties is frankly insulting to the stakeholders who have worked on this process for so long, because the lack of accountability on TxDOT's part is the heart of the issue.

Throughout this process, not only during the MOU discussions, but the larger discussions on what this project should be and who it should benefit, TxDOT has seemingly acted in bad faith at every opportunity. They've engaged in quite a bit of posturing about building a project for Houston and engaging with the community; but now the local governing entities have agreed on common goals and the communities have made abundantly clear what they want, TxDOT refuses to sign onto any sort of binding agreement that differs from *their* preferred vision.

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So, our organization, Air Alliance Houston, is opposed to the resolution in question today because it is empty and does not advance the vision laid out by the city, the county, and most importantly, the communities affected. On the contrary, we're concerned that TxDOT will use this document as evidence of consensus and try to move forward with their version of the project. The references to common goals and mutual accountability do not in any way reflect the reality of the situation. Any resolution passed must include real accountability measures for TxDOT that ensure they agree to the community-led project that's been presented to them.

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