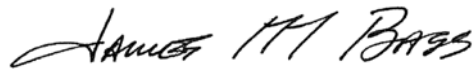


**Statement to be read at the TPC meeting on the Resolution for the NHHIP on January 22, 2021**

TxDOT's position on the Resolution remains unchanged from our position on the MOU. This is because, the Resolution includes the complete text of a version of the MOU over which we have previously raised concerns. Neither document recognizes the established set of processes that TxDOT and HGAC have collectively followed and should continue to follow to direct our path forward.

The NHHIP is the product of many years of planning work that has followed federally prescribed processes originating with and guided by HGAC. These include studies conducted almost two decades ago by HGAC/METRO/TxDOT that looked at the entire north Houston corridor and concluded that proposed transit and toll-road improvements could not address all of the travel needs, and that additional capacity was needed on I-45. Since then, the scope of the NHHIP project has been consistently reflected in HGAC's own approved regional transportation plans and most recently in 2019 with the 2045 Regional Transportation Plan and the supporting Air-Quality Conformity Determination Report. The NHHIP analyzed in TxDOT's Final EIS is based on the scope and scale of the NHHIP as it is described in these regional plans.

Realizing that priorities can change over time, in order for TxDOT to continue to move forward on the NHHIP, we must be assured that this Policy Board is committed to the approved vision for this project. If there should be a desire to change the nature of the project we should follow the federally defined processes to make those changes and not attempt to do so through Resolutions or MOUs.

A handwritten signature in black ink that reads "James M. Bass". The signature is written in a cursive, flowing style.

James M. Bass  
Executive Director  
Texas Department of Transportation