



City of Houston West Belt Project Briefing
October 11, 2022

Timeline

- ▶ 2007 – TXDOT HOUSTON REGION FREIGHT STUDY
- ▶ 2012 – GCRD FEASIBILITY STUDY (\$300K, HGAC FUNDED)
- ▶ 2013 – PE/NEPA (\$6.25 MILLION, HGAC + RR FUNDED)
- ▶ 2015 – PUBLIC MEETING (COMMERCE/NAVIGATION + YORK)
- ▶ 2016 – TIP FUNDING AWARDED (\$47 MILLION, COMMERCE/NAVIGATION+ YORK)
- ▶ 2017 – YORK CE APPROVED (MAY)
- ▶ 2017 – LYONS PUBLIC MEETING (JUNE)
- ▶ 2017-COH BECAME PROJECT SPONSOR (OCTOBER)
- ▶ AFTER 2017 PROJECT REMOVED FROM COH CIP AND RE PORTION OF RR CONTRIBUTION REMOVED
- ▶ 2019 – COMMERCE/ NAVIGATION CE APPROVED (AUGUST)
- ▶ 2021-REQUEST TO INCLUDE COMMERCE/NAVIGATION IN NHHIP AND PARTNER WITH HCTRA
- ▶ 2022- WB GRADE SEPARATION PROJECT PHASE 1 RCE GRANT SUBMITTAL



West Belt – Sealed Corridor – 14,600 Feet

Phase I

(H-GAC 2017-2020 TIP)

Close

- Hutchins Street
- McKinney Street
- Milby Street
- Sampson Street (2)

Underpass

- Commerce Street
- York Street (2)



Phase II

(FASTLANE)

Close

- West (3)

Grade Separate

- Lyons

TxDOT NHHIP

Close

- Runnels

Grade Separate

- Nance

Leeland / Cullen

- Upgrade to quad gates

West Belt Sealed Corridor

**GULF COAST
RAIL DISTRICT**

HOUSTON ★ TEXAS

West Belt Improvements Conceptual Design



A feasibility study report developed in 2012 recommended five underpasses to replace railroad crossings on the east side of downtown Houston. Two of the recommended underpasses were identified as the most viable to move forward at that time:

Commerce Street/Navigation Boulevard <https://youtu.be/eSFldR1ZmiU>

- Reconstruct existing Navigation underpass
- Construct new Commerce underpass to intersect with Navigation underpass
- Construct new bicycle lanes and sidewalks
- Close railroad crossing at Hutchins

York Street <https://youtu.be/fyhqRit6Wv8>

- Construct new underpass on York below three sets of railroad tracks
- Convert York and Sampson to two-way streets within project area
- Construct new bicycle lanes and sidewalks
- Close railroad crossing at Sampson between Rusk and McKinney
- Close railroad crossing at McKinney between York and Milby
- Close railroad crossing at Milby between Woodleigh and Polk

The purpose of these projects is to enhance safety, mobility, air quality, and emergency response time by eliminating at-grade railroad crossings. Completion of the projects will allow for a railroad quiet zone from Runnels Street to Leeland Street. Railroad crossings would not be closed until underpasses are open to traffic. Both projects will require additional right-of-way.

West Belt Improvements Funding Request

Figure 1: Phase 1 Proposed Project Funding Table

Task/Component #	Task Name/Component	Cost	Percentage of Total Cost*
1	Commerce/Navigation Underpasses & Corridor Updates	\$ 65,023,700	
2	York Underpasses & York/Sampson Corridor Updates	\$ 58,612,800	
Total Project Cost		\$ 123,636,500	100%
Federal Funds Received from Previous Grant (Houston-Galveston Area Council TIP Funds)		\$ 61,400,000	50%
Federal Funding Request Under this NOFO		\$ 36,916,200	30%
Local Match (cash) Under this NOFO		\$ 9,228,968	
Local Match (cash) Under Previous Grant		\$ 15,300,000	20%
Total Local Match (cash)		\$ 24,528,968	
Portion of Non-Federal Funding from the Private Sector - Houston Belt & Terminal		\$ 791,332	1%
Portion of Total Project Costs Spent in a Rural Area or on Tribal Lands		0	
Pending Federal Funding Requests		0	

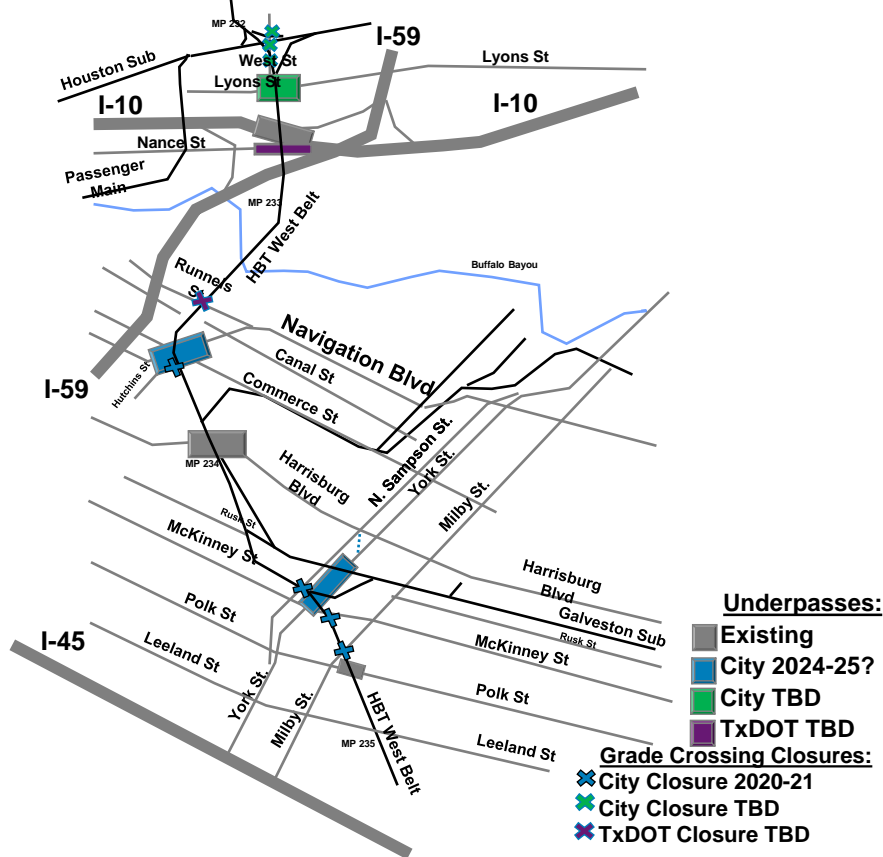
*Percentage of Total Cost rounded up.

Source:

West Belt Improvement Project
(Phase I)

FRA Railroad Crossing Elimination Program
Narrative

Houston Belt & Terminal Railway (HBT) West Belt Grade Separation-UPPR Slide



HBT \$1.25 M commitment for PE & Design to be applied to 5% cost share for grade separation (HBT paid ~\$458 k to date)***

Project:

- 2012 Feasibility study identified grade separation and closures
- 14 Grade crossing closure opportunities (5 underpass structures):
 - York Street – 2 structures (~7,500 ft rail corridor)
 - CE granted Mid 2017 – estimated construction 2020 at ~\$36 M cost
 - 5 Closures – York (2), Milby (tier 2), McKinney and Sampson
 - Navigation/Commerce (~8,400 ft rail corridor)
 - CE pending - estimated construction 2021 at ~\$38 M cost
 - 2 Closures – Commerce and Hutchins
 - Nance Street (~13,000 ft rail corridor)
 - TxDOT EIS needed and is part of I-45 relocation – estimated construction and cost TBD
 - 2 Closures – Nance and Runnels (will city allow closure of Runnels)
 - Lyons Street (~13,500 ft rail corridor)
 - CE granted Dec. 2017 – estimated construction TBD at ~\$29 M cost (low probability)
 - 4 Closures – Lyons and West (3)

Benefits:

- Facilitates mobility in downtown area
- Offers a sealed rail corridor

City and GCRD working with TxDOT to cover cost deficits

***Cost update Oct. 22

Thank you
for you
time.

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