

H-GAC Call for Projects “0-2 Year” Submittal for Northline Transit Center



Submitted by:

Metropolitan Transit Authority of Harris County,
Texas



Project Narrative

METRO will construct a new multimodal transit center with seven bus bays and a 500-spaces parking garage. The transit center will be located across from the existing Northline Transit Center, where the lease is set to expire soon, and within the METRORail Red Line LRT station. Seven bus routes will use the proposed Northline Transit Center, providing connections to employment and education opportunities in downtown Houston, Texas Medical Center, and Greenspoint area (a hub for affordable housing). The project will include approximately 4,000 feet of enclosed space serving a variety of tenants from a METRO RideStore, route supervisors, and METRO Police, to community activities. The transit center will improve pedestrian access and connectivity between bus operations and light rail as well as between the transit center and Houston Community College (HCC), retail and residential areas adjacent to the site.

Budget

\$40,373,428 (See attachment for detailed budget.)

Project Schedule

See attached.

Project Scope

The Work shall include, but not be limited to, the following major items, to the extent specified and indicated:

- Provide administration and construction support services to complete work.
- Coordination with utility owners, governing agencies, and other contractors.
- Clear and grub the area of vegetation, shrubs, debris and existing trees and bushes not designated to remain.
- Ensure the protection of trees, shrubs, vegetation, structures, and facilities where indicated.
- Perform demolition and removal of above ground and underground structures and facilities as needed.
- Perform required earthwork, including excavation, embankment, backfill and compaction.
- Perform soil stabilization as required for paving.
- Construct bus and vehicle traffic roadways, curbs, walks, ramps, shelters, and parking area columns, foundations, pads, and building, as indicated.
- Construct storm and sanitary sewer systems and appurtenant structures.
- Construct water and irrigation lines and appurtenant structures.
- Provide fencing and gates as indicated.
- Provide landscaping, including seeding, sodding and planting and maintenance.
- Provide pavement markings, traffic and parking signs and signals as indicated.
- Provide lighting, lightning protection, public telephone and electrical facilities and systems.
- Provide a clean Site during the Work and prior to written acceptance by METRO.
- Provide a weather-protecting passenger (space frame or alternate space frame) canopy, including benches, solid glass block and brick walls with steel frames for bus passenger loading/unloading area, and brick masonry paving as indicated.

- Extend offsite drainage, water and sanitary sewer facilities to the site.
- Provide concrete traffic barriers as indicated.

Project Benefit

Vision, Goals, Performance Measures and Strategies	
Goal: Improved Safety	The crosswalks leading to/from the new transit center will be redesigned to enhance pedestrian and bicycle safety.
Desired Outcome: Zero Roadway Fatalities by 2050	
Goal: Achieve and Maintain a State of Good Repair	The existing Northline TC must be replaced due to the expiration of the lease agreement, providing an opportunity for METRO to replace an aging transit center with a new, more efficient facility that will reduce maintenance and operations costs. The new facility will accommodate all the buses making connections at the location, reducing transfer times.
Desired Outcome: Roads, Bridges, and Transit Facilities in Good Condition	
Goal: Move People and Goods Reliably and Efficiently	The project is included in METRONext, the 2045 Regional Transportation Plan, and the 2023-2026 Transportation Improvement Program (TIP) and Statewide TIP. The neighborhoods surrounding the site of the new Northline TC have been the focus of several planning initiatives. For example, in 2012, the Houston-Galveston Area Council (H-GAC - the Houston region's Metropolitan Planning Organization) and the Greater Northside Management District in partnership with Independence Heights Redevelopment Council and Northline Development recommended Transit Oriented Development around a new transit center. The proposed new transit center would be a significant first step toward TOD by allowing for ground floor retail and commercial sites in the new parking structure.
Desired Outcome: Reliable Commuting Options and Incident Response Times.	
Goal: Strengthen Regional Economic Competitiveness	The proposed Northline Transit Center (TC) will be in the Northline Super Neighborhood No. 45, a predominantly Hispanic community of just under 60,000. The population is 88% Hispanic compared to an overall city proportion of 44%. Median household income is \$33,713 compared to a citywide average of \$46,187. There are four census tracts adjacent to the proposed location for the new Northline TC. All four tracts are designated as Historically Disadvantaged Community Tracts and two are in Areas of Persistent Poverty as identified by US Department of Transportation. Together, the four census tracts makeup the service area for the local bus service connections at Northline TC. As part of the environmental clearance for the project, METRO completed an environmental justice analysis that looked at disparate adverse impacts to minority riders or populations, and disproportionate adverse impacts to low-income riders or populations within the service area. The analysis concluded that there would be
Desired Outcome: Reliable Freight Movement with Alternatives to Driving Alone	

	negligible adverse impacts attributable to the project. The new Northline Transit Center will connect seven local bus routes as well as provide safe access to the Red Line, METRO's highest ridership light rail line. It will provide improved transportation choices for the surrounding neighborhoods through enhanced pedestrian and bicycle amenities, safer crosswalk connections, and other amenities such as real time passenger information, rest rooms, and covered transfer areas. Access to/from Houston Community College (HCC) makes the Northline TC an important component in Houston's educational and job training network. The HCC campus was recently expanded to accommodate more students and provide a greater variety of educational and career training opportunities for students.
Goal: Conserve and Protect Natural and Cultural Resources	The design for the transit center aligns METRO's Climate Action Plan by including bus and automobile charging stations that will facilitate emissions reductions as the local bus fleet and automobiles utilizing the transit center transition to cleaner technologies. The project will reduce emissions and energy use due to mode shift from single occupancy vehicles to transit. Transit ridership is projected to increase due, in part, to mode shift resulting from the available parking for the transit center. Based on METRO's data from other transit centers with parking and its park and ride network, the annual estimated vehicle miles of travel (VMT) reductions are 166,400 in 2025 and 416,000 in 2045. The decreases in VMT will reduce emissions by 3,132.97 tons in the opening year (2025) and 4,608.03 tons in 20 years (2045). The VMT reductions have estimated environmental benefits of \$45,863 in 2025 and \$105,870 in 2045. The project will reduce energy use by 1,257.82 Btu in 2025 and 2,343.33 Btu in 2045 for a total value of \$6,193.97. The new Northline TC will be more resilient to flood events than the old transit center because construction will adhere to current flood plain maps and codes.
Desired Outcome: Minimal Impacts to Natural Environment and Historic Integrity	