

Comments Received at Public Meetings

Transcript of Public Comments
Recorded at 2013-2016 TIP Call for Projects Public Meetings
March 19, 2013

Noon Meeting:

1. **Delia Mizwa**, Uptown Houston District, representing the Uptown Houston Board of Directors, the TIRS, the Development Authority, and the District to state that all three Boards are in full support of the two Uptown mobility projects.

2. **Daphne Scarbrough**, President of Richmond Avenue Coalition, speaking about the Uptown Line Project – After having been so intimately involved with METRO over the last 8 years, the financial figures for this project do not make any sense. This is a project never approved by the FTA because it could not go through the FEIS process or the Environmental Impact Statement (EIS). METRO was always going to pay for it with our tax dollars and this reeks a little too closely with the several hundred million spent on the intermodal terminal on the north side of Buffalo Bayou which METRO eventually dropped. I think there are many other projects on your list that are much more worthy. The roadways are in horrible shape! No matter where you are in the city or on the outskirts of the city, that should be the first and foremost thing. The Post Oak people are wonderful, but they have already been through the trolley system—trolleys bought for \$300,000 a piece and sold for \$80,000 each and gave that up because no one would ride them. Certainly, a parking garage is needed but whether the taxpayers need to be paying for that is another story, but the Uptown project should not be on that list. I don't know who is on the Technical Advisory Committee that oversees these projects, but they should be more informed about which projects were approved previously under the FTA process. Because this is our money, it is federal money, it is taxpayer money and right now the roads and bridges around the region have much more need than yet another empty bus going up the middle Post Oak.

Email Comments Received

Post Oak BRT

I am writing to express my support and urge the TPC to approve the \$62 million in funding being requested by Uptown Houston for these mobility projects:

- Post Oak Blvd Reconstruction and Transit way Development
- Uptown Intermodal Terminal and Bus Access Enhancements

My support is based on the following considerations:

- With the growth of Houston and the surrounding area and the increasing density of the urban core, we desperately need more and better transit services, like that proposed, to provide people alternatives to using their cars.
- Houston has many major job centers, not just one. Uptown/Galleria is obviously one of those centers. We need to leverage the park-and-ride transit already providing excellent service to Downtown to also serve Uptown.
- The pedestrian amenities envisioned along Post Oak should greatly improve walkability in the Galleria area and could encourage people who still drive to the area to park once and use the bus to move from destination to destination. It also provides a major amenity for the large tourist population in this area.
- Ultimately, the Uptown transit line on Post Oak has the potential to provide valuable connectivity to other job and activity centers in Houston's core by linking with the METRORail system.

While I am not part of the stated initial "target market" for the proposed service – I own a home/live in Montrose – I look forward to the possibility of benefitting personally from the Uptown projects: as a small business owner serving a primary client located on Post Oak and as a consumer visiting stores and restaurants in the area. But even if I never benefit directly from this transit program, it is important to me as a life-long Houstonian to see it implemented. Houston has so much to offer and has grown into a world-class city in so many ways. We need to also become world-class in the services we provide to residents and visitors for moving around the city. The mobility projects proposed by Uptown Houston represent a small, but important step in that direction. Please give your approval for funding. Thank you for your consideration.

Kay Warhol

I live and work very near Post Oak Blvd. I am STRONGLY opposed to BRT on Post Oak Blvd. This will do NOTHING to relieve congestion in the Uptown area – in fact, it will worsen it.

Byron Hood

For me, the most important projects that are on the current TIP list for potential funding are those associated with Uptown Houston Mobility. These are crucial projects to reduce congestion in the Uptown Houston area, not only along Post Oak but also on connecting and parallel streets. The proposed Bus Rapid Transit system is a natural for the area, it fits well with proposed expansion of METRO's light rail system, and significant funding will be provided by outside sources. I can find no other proposed projects that are as worthy of funding as these two. Next on my list would be improvements on Westheimer to allow a Signature Bus Line. Westheimer Road from Loop 610 west to State Highway 6 is a classic example of a roadway that is significantly overbuilt. It is too wide by at least two lanes for serving businesses along the street because it discourages pedestrian activity and access to shopping opportunities. Finally, I encourage that any money to be spent on roadways be designated first for maintenance rather than new construction or lane additions.

Daniel B. Barnum

685 N Post Oak Ln
Houston TX 77024-4606

April 5, 2013

Mr. Alan Clark, Director of Transportation Planning
H-GAC
PO Box 22777, Houston, Texas 77227-2777
(713) 993-4585
publiccomments@hgac.com; alan.clark@h-gac.com

DISTRIBUTION

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Chairman, H-GAC Transportation Policy Council
judge.emmett@cjo.hctx.net

Hon. Annise Parker, Mayor, City of Houston
mayor@houstontx.gov

Mr. John Breeding
Uptown Houston District President, Uptown TIRZ/UDA Administrator
uptown@uptown-houston.com

Mr. Christof Spieler, PE
Member, METRO Board of Directors and
Chair, Strategic Planning Working Committee
spieler@alumni.rice.edu

**Public Comments to HGAC TPC
Limited To Project and Funding Proposal For
METRO & Uptown Management District**

Dear Mr. Clark:

I submit the following comments to the TPC limited to the project and funding proposals for the Uptown METRO project as I understand them. These are my own individual statements and do not necessarily reflect my membership on the board of CTC or my position as Advocacy Chair for CTC.

Under the law surface transportation and mobility choices are to be “performance based” and not politically or emotionally based. The current METRO and Uptown Corridor plans represent, given the recent voter referendum, a best available technology to move H-GAC toward that goal.

I very strongly support UDA and METRO's leadership in taking the bull by the horns for transit and its ancillary and appurtenant facilities in the Uptown District and urge the TPC to approve of the proposed measures as soon as possible and to commit to and lock in the funding proposals as soon as possible.

The TPC is charged under federal law with performance based planning and promoting of surface mobility

Transit is of crucial importance to Houston if we are to maintain and promote growth in our employment centers in Houston, and the strategic thinking shown in the proposals can lead to workable, and possibly optimal, transit options for a part of Houston whose local and highway traffic patterns often make mobility in the Galleria area look more like Manhattan (but without the transit options) or Calcutta (but with a higher standard of living) than the mobility that the TPC is charged under federal law with planning and promoting.

At the planning stage, environmental issues must be revealed.

The concepts underlying these plans should be moved forward, but I do have some concerns that are in no way intended to strangle the plans.

Source of Funding: TxDOT should not divert funds necessary for it to comply with federal law for its own projects.

The Uptown plans are subject to specific source of funding questions. Competition for funding must be done on a rational basis and not on a political basis. IH-610, between IH-10 and US59 is the most congested area and creates irrational and unsafe traffic patterns for a highway that was rebuilt by TxDOT only in 2007. Traffic in the local area is a mess. In 1991 the public urged TxDOT (then SHD of TX) to rebuild the 610W/59 interchange first before rebuilding IH-610 Loop West to help untangle the Galleria mess. While that apparently will get done after 20+ years, it was repeatedly passed over as a project by TxDOT.

TxDOT should have used its funds to get that interchange project done to unclog the Galleria. Besides severe bottlenecks, that interchange poses major safety and clean air issues many hours of the day.

Since TxDOT has not been serious about the mobility issues for the Galleria, it is time to let METRO take a shot at improving mobility for the Galleria. I do not consider the categorical exclusion, no capacity added rehabilitation of the 610 Loop West north of Bellaire to be a serious effort. Any transit improvements can only serve to increase mobility and the improvements should be undertaken if they are performance based when rank ordered. The anti-rail group already won the rail question, so no further irrational or

emotional political assault should be made on METRO's efforts, particularly when they are joint with the UDA.

METRO is finally taking steps to pursue strategic development of bus-based mobility, and if the dedicated bus lanes are used for many sizes of buses, and fired with natural gas, that would be great with me.

TxDOT Funding Must Be Without Strings

METRO and the UDA must take care not to enter into undisclosed commitments and contingencies regarding TxDOT funding. The Galleria transit development funding must be no strings attached, or at least no strings that are undisclosed to the public. One of such commitments I fear might include a later commitment to pay TxDOT for space on the IH-610 north of Post Oak Boulevard if the bus lanes become elevated into the IH-610 alignment.

Use of "found" money and federal compliance

I question TxDOT's repeated finding of "found" money whether it is used for something I do not approve of such as the Grand Parkway or something I strongly approve of such as dedicated bus lanes and transit centers for the Galleria area.

This is not merely an objection to overestimating costs and the issues that engenders.

The main point here is that TxDOT must show that it has complied with all federal mitigation and abatement requirements on federal projects before it turns over monies to METRO unless the election under which bonds were approved or federal funding specifically permit TxDOT to give the money to METRO.

TxDOT has not completed its environmental abatement on several projects, for example abatement of noise impacts on the nearby Memorial Parklands, noise impacts on the 610 expansion and 290 expansion, wetlands mitigation on the Grand Parkway and does not appear to have a sinking fund for such compliance. In fact, TxDOT refuses to fulfill these requirements.

TxDOT should not be giving money away to METRO, with or without strings, until it has used its federal funds or bonds for the purpose for which they were entrusted.

TxDOT should be required to state under oath that it has fully complied with all environmental abatement and mitigation required for its own projects before giving METRO found or extra money that it received from state debt holders or the FHWA.

TIRZ Funding, Governance, Public Participation, and Transparency

The TIRZ must have open meetings, with notice and comment periods, for this project. These meetings can be conducted jointly with METRO, but financial disclosures have to be made also. The Galleria probably could not have flourished without a TIRZ and it seems to have excellent leadership. But I object to the overuse of TIRZ, MUDs, and other special government entities. Texas has far too many of these. Texas, which claims to be free market has more special government entities than any other state and than many states combined. These entities are essentially unaccountable to the public which flied in the face of Title 49 and 23.

As I am sure the reviewers of these comments know, development authorities have been declared void in California, and Senator Cornyn, when he was AG, questioned their lawfulness.

A Joint Operating Agreement in the form of an MOU must be signed by all parties

With all due deference, the project participants and stakeholders have shown a history of not playing well together. This Uptown project has been on the drawing board for years in one form or another and has been accompanied by much bickering, posturing, and stalemates. Serious public efforts were last launched for a TxDOT/METRO Loop 610 West joint project in 2001. That project fell apart due to fights over funding sharing.

An MOU or other governance document must be signed with a clearly defined arbitration clause or other dispute resolution mechanism.

Where things may break down are with TxDOT seeking reimbursement or restrictions on the future use of the IH-610 Loop north of Post Oak Boulevard.

Scope of the Project and Environmental and Public Participation Issues

This project has presented many meetings in the past years, but there are now new plans, so we need new disclosures, meetings, public participation, and comments.

Metro has advised it is in discussion regarding the use of TxDOT's elevated lanes as an alignment from Post Oak Boulevard to the NWTC and further that METRO considers this to be part of the project.

An Environmental Assessment will be necessary and METRO should just commence writing one.

There will have to be an Environmental Assessment for that segment of the project regardless of how it is funded. This should not cost that much, and if misstatements are kept to a minimum, environmental lawsuits can be avoided.

A project cannot be segmented under federal law, so all environmental impacts along the entirety of the alignment have to be evaluated, even if only the intra-Galleria portion and south Transit Center is funded.

The funding of the Uptown project north of Post Oak Boulevard is not part of the current proposal although the project scope extends to the NWTC. Gas fired buses (recommended below) may militate against air and noise impacts, but impacts have to be evaluated.

Buses are noisy if diesel fired. The air in this area is polluted. It is a CO hotspot. The area north of Post Oak Boulevard presents bayou and parklands impacts and impacts on neighborhoods north of Woodway. FTA projects generally do not qualify for a categorical exclusion.

The use of methane might qualify as an alternative fuel or mitigation.

This should not be a difficult assessment so the parties should just get busy doing it. Attempts to assert that no analysis is necessary will not be met well.

METRO must make certain that it is not charged with environmental damage that is the responsibility of TxDOT to abate.

Nature of the Infrastructure

It is not clear whether the capital budget for the Uptown segment in the Galleria includes constructing a road bed that would be suitable for adding rolling stock later or is the road bed just suitable for surface buses? This was an issue that arose in 2002 as one of the alternatives for infrastructure for the Uptown BRT. The summary does not address this issue and only addresses the surface configuration.

Alignment Between Post Oak Boulevard and NWTC-Part of the Project Is Not Part of the Funding Proposal

Metro has advised it is currently in discussion regarding the use of TxDOT's elevated lanes as an alignment from Post Oak Boulevard to the NWTC and further that METRO considers this to be part of the project.

But the summary does not even mention TxDOT, in these documents or how to get from Post Oak Blvd to the NWTC.

The Uptown TIRZ can accomplish what it needs for its stakeholders in the Galleria area without insisting on the elevated alignment north of Post Oak outside the Galleria.

Other alignments North of Post Oak Boulevard (outside the Galleria) would not need to involve METRO's utilization of the elevated 610 Mainlanes to get to the NWTTC.

What if METRO goes to the City and says it wants to negotiate with the City and the Daughters of Republic of Texas (DRT) to get a donation of a small amount of right of way from the Memorial Parklands to use for dedicated bus lanes. I am frankly tired of hearing METRO say that this cannot be done and will volunteer CTC to be a disinterested voluntary go between to explore this alternative.

Were the project to stay at grade, would TxDOT still give METRO "found" money?

There are many new areas of dense residential development in a more broadly defined Uptown Corridor outside the immediate Galleria area to the north and south that could be serve if the METRO bus project were to remain at grade.

These newer areas do not require an Inner Katy route. Besides the older Lafayette Place neighborhoods north of the Galleria, there is much new dense development on the immediate east side of 610 (immediately inside the Loop) and along Old Katy Road.

Hotspot Issues: Natural Gas Buses Should Be Evaluated For The Uptown Project

Methane-fired buses of various sizes should be considered for hotspot areas like the Galleria. Trolleys are romantic, but are not flexible and have very noisy brakes.

Alignment should be able to accommodate all size buses

METRO has advised that it is attempting to optimize its fleet, and the center alignment should provide flexibility as to bus sizes used on the Uptown routes ranging from Park and Ride buses to mini buses.

Functional Bus Stops Must Be Used

Bus stops must be for the 21st century. While the Uptown-area bus stops look like works of art, they are not functional. Although persons would presumably have shorter waits at Uptown bus stops, new ones should be designed with shelter in mind. Better route signage should be used also.

Pervious Concrete For New Sidewalks May Partially Offset The Impervious Esplanades

Consideration should be given to using pervious sidewalks (and even parking lots) to help offset the loss of the dirt esplanade. In any event, drainage must be a key consideration for the project.

These comments are my personal views and are submitted in an individual capacity. I have lived in an older, dense dwelling neighborhood which borders the Uptown corridor since 1987. I have worked in support of a rational Uptown mobility corridor since 1990 when the CAAA was adopted and am most pleased that it looks like the key transit piece will now move forward under the forward looking leadership of John Breeding, METRO strategic planning, and the H-GAC TPC leadership.

I strongly support the current Uptown transit concept, and I would be happy to assist in neighborhood support and environmental compliance it with all due haste.

Best Regards,

/s/ Carol Caul
phone: 680-2500 email: carolcaul@gmail.com

Post Oak BRT

I am writing to express my support and urge the TPC to approve the \$62 million in funding being requested by Uptown Houston for these mobility projects:

- Post Oak Blvd Reconstruction and Transit way Development
- Uptown Intermodal Terminal and Bus Access Enhancements

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Daniel B. Barnum

David:

Does the editorial by the Houston Chronicle regarding the Uptown Mobility Project count as public comment for the TIP? Please see the editorial at the following website:

<http://www.chron.com/opinion/editorials/article/Houston-rail-reborn-4377902.php>

Rod Smith, P.E.

Letters & Other Correspondence

APR 02 2013

March 28, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown intermodal Terminal and Bus Access Enhancements (\$16,846,500)

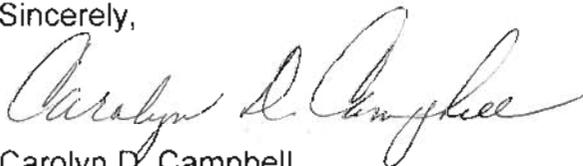
To Whom It May Concern:

Please accept this letter as evidence of my (our) support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,



Carolyn D. Campbell
Owner
Capitol Bail Bonds

Dot Cunningham

2013 MAR 28 AM 9:10
MAILROOM

March 25, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

MAR 27 2013

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
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Sincerely,


Dot and Walter Cunningham
Residents - Four Leaf Towers - Uptown Galleria
Retired - Governmental Relations & Astronaut

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dot@waltercunningham.com • 713.622.4440

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2013 APR -2 AM 7:46

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March 29, 2013

Transportation Public Information
Houston-Galveston Area Council
PO Box 22777
Houston Tx 77227-2777

Re: Support for Uptown Houston Mobility Grant Application

1. Post Oak Blvd Reconstruction and Transitway Development (Richard Ave to IH 610):
45,000,000
2. Uptown Intermodal Terminal and Bus Access Enhancements: \$16,846,500

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a location investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Drew Alexander
President and CEO
Weingarten Realty Investors

DA:js

People-to-People. Coast-to-Coast.

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March 22, 2013

THE GALLERIA

APR 08 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT
APPLICATION**

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
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Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Greg Noble
General Manager, Houston Galleria Mall
Simon Property Group, Inc.



8 Greenway Plaza
Suite 1000
Houston, Texas 77046
Toll-free: 800.868.4400
Fax: 713.850.0498

MAR 26 2013

March 25, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

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Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read 'H. Kerr Taylor', written over a light blue rectangular background.

H. Kerr Taylor
Chairman and CEO
AmREIT



4 E. Greenway Plaza, Suite C 950
Houston, Texas 77046
Tel: 713.965.1711
Fax: 713.961-1547
www.trekhouston.org

MAR 27 2013

March 27, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

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Fred Whitty
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Janet Redeker
TREK Executive Director

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

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- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

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I strongly support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

Janet Redeker
Executive Director
TREK

Partners for Improved Mobility in Uptown, the Galleria & Greenway Plaza

MAR 25 2013

March 21, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Subject: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

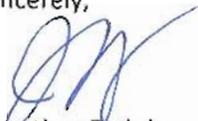
1. Post Oak Blvd. Reconstruction and Transitway Development: Richmond Avenue to IH610 (\$45,000,000)
2. Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

We have been retailers on Post Oak Blvd for over 37 years. We understand the need for an improved mobility infrastructure for Post Oak Blvd. Over the last several years traffic on Post Oak Blvd has increased dramatically, and with the new office towers and shopping centers being built the need for a mass transit system in the Galleria area has never been more important. The Galleria area and especially Post Oak Blvd are and have been the main shopping district in Houston and arguably the most prestigious street in Houston. If major improvements aren't made to Post Oak Blvd than I fear Post Oak Blvd will lose much of its luster. We are not in favor of a rail project down Post Oak Blvd, but find the Uptown District's plan the connect Post Oak into METRO's highly successful HOV network using buses a cost effective and less intrusive plan than rail and therefore support it.

I respectfully encourage the Transportation Policy Council to approve the Uptown Houston Mobility Grant Application for the funding of a bus transit system down Post Oak Blvd.

Sincerely,



Jonathan Zadok
Zadok Jewelers

1661
TANGLEWOOD
BOULEVARD
HOUSTON
TEXAS
77056-2797
713-622-8100
FAX
713-961-2958



MAILROOM
MAR 22 AM 8:38

Tanglewood Corporation

MAR 25 2013

March 20, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT
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- 2) Uptown intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

To Whom It May Concern:

Please accept this letter as evidence of my support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,

Kendall Miller
President
Tanglewood Corporation

APR 04 2013

MFT INTERESTS, GP, LLC

April 1, 2013

Transportation Public Information

Houston-Galveston Area Council

P.O. Box 22777

Houston, Texas 77227-2777

Re: Support for Uptown Houston Mobility Grant Application

- 1) Post Oak Boulevard reconstruction and Transit Way Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

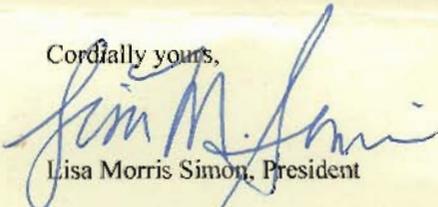
Dear Sirs,

Please accept this letter as evidence of my support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network, in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000. of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Cordially yours,



Lisa Morris Simon, President

MFT Interests, GP, LLC

10370 Richmond Avenue, Suite 560
Houston, Texas 77042
713-972-1930 Direct Line
713-972-1932 Fax

March 21, 2013

MAR 25 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY
GRANT APPLICATION**

Hines

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

Please accept this letter as evidence of my support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,



Louis S. Sklar
Executive Vice President - Retired
Hines

LSS:msb

J:\lss\2013-3\transportation public information2

MAR 21 2013

March 20, 2013

**Transportation Public Information
Houston-Galveston Area Council
P. O. Box 22777
Houston, Texas 77227-2777**

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON
MOBILITY GRANT APPLICATION**

- (1) Post Oak Boulevard Reconstruction
and Transitway Development:
Richmond Avenue to IH 610
(\$45,000,000)**
- (2) Uptown intermodal Terminal and
Bus Access Enhancements
(\$16,846,500)**

To Whom It May Concern:

**Please accept this letter as evidence of my support for the above
referenced grant application.**

**Houston's Uptown area needs effective commuter transit. In
fact, the long term economic health of the area will be positively
impacted by the development of commuter transit services. The
Proposed Transit Plan developed by the Uptown District will
connect this market into METRO's highly successful HOV
network in a very cost effective approach. In addition,
Uptown's willingness to fund \$86,000,000 of the plan's total
estimated project cost is an effective way to leverage our region's
limited available transportation funds.**

**I respectfully encourage the Transportation Policy Council to
select the Uptown Mobility projects for funding.**

Sincerely,



**Marvin Kaplan
Legacy Asset Management**

March 25, 2013

MAR 26 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

Hines

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY
GRANT APPLICATION**

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns at 713.850.8841.

Best,



Meredith Cress
General Property Manager, Williams Tower
Hines Interests, LP

March 25, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

MAR 27 2013

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Michael Kasmiersky, CPM®
Senior Property Manager

MK/II

MAR 25 2013

Skanska USA Commercial Development Inc.
1776 Yorktown Street
Suite 690
Houston, Texas 77056
Phone 713.401.5200
Fax 713.401.5290
Web www.usa.skanska.com/cdus

March 20, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT
APPLICATION**

- 1) Post Oak Boulevard Reconstruction and Transitway Development:
Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

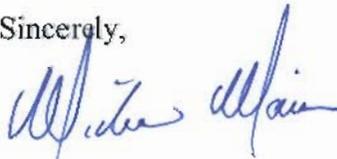
To Whom It May Concern:

Please accept this letter as evidence of our support for the above referenced grant application.

Houston's Uptown District area is in need of effective commuter transit. In fact, the long term economic health of the area will only be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

This improved mobility plan will promote Uptown District as a great neighborhood ensuring a vibrant community for the future. I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,



Michael Mair, P.E., LEED AP
Executive Vice President, Regional Manager
Skanska USA Commercial Development Inc.

APR 05 2013

March 31, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

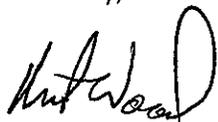
To Whom It May Concern:

Please accept this letter as evidence of our support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,



Michael Wood
North America Recruitment Head
GDF SUEZ Energy North America
713.636.1616
mike.wood@gdfsuezna.com



March 31, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Wood". The signature is written in a cursive, flowing style.

Michael Wood
North America Recruitment Head
GDF SUEZ Energy North America
713.636.1616
mike.wood@gdfsuezna.com



OBIE O'BRIEN

Vice President – Government Affairs /
Corporate Outreach

MAILROOM
20.3 APR -4 AM 7:29

APR 04 2013

April 2, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development:
Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

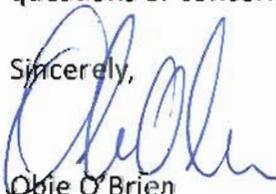
To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

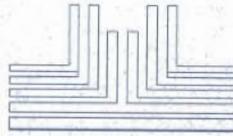
The Apache Corporation supports the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Obie O'Brien



UNILEV MANAGEMENT CORP.
REAL ESTATE MANAGEMENT

MAR 26 2013

March 25, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter.

Sincerely,

Rick Comeaux
Senior Property Manager
Galleria Office Towers

March 20, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Greater Houston area continues to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Respectfully,



Thomas D. Parmeson
Facilities Manager
Schlumberger

SPECTRA ENERGY CORP
5400 Westheimer Court
Houston, TX 77056-5310
713.627.5400 main

Mailing Address:
P.O. Box 1642
Houston, TX 77251-1642

APR 08 2013



April 04, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

1. Post Oak Boulevard Reconstruction and Transit Way Development: Richmond Avenue to IH 610 (\$45,000,000)
2. Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Villegas" with a horizontal line extending to the right.

Ruben Villegas
Mgr Fleet Svcs
Spectra Energy Corp

stewart



STEWART MORRIS, JR.
Vice Chairman

Stewart Information
Services Corporation
1980 Post Oak Blvd., Suite 800
Houston, TX 77056
(713) 625-8001 direct
(713) 629-2323 fax
(800) 729-1900 toll free
smj@stewart.com
NYSE: STC
Shareholder

APR 02 2013

March 27, 2013

Transportation Public Information
Houston-Galveston Area Council
P. O. Box 22777
Houston, TX 77227-2777

SUBJECT: Support for Uptown Houston Mobility Grant Application
1) Post Oak Blvd. Reconstruction & Transitway Development:
Richmond Ave. to IH 610 (\$45,000,000)
2) Uptown Intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

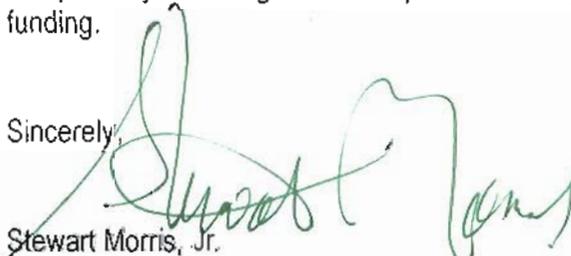
To Whom It May Concern:

Please accept this letter as evidence of my support for the above referenced grant application.

Houston's growing Uptown area needs more effective commuter transit. The longer term economic success, job creation and public access of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a coordinated, very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,


Stewart Morris, Jr.
Vice Chairman
Stewart Information Services Corporation

Xc: Steve Robison
John Breeding
Matt Morris

SMJ/lay

**Board of
Directors**

Gilbert Andrew
Garcia, CFA
Chairman

Allen D. Watson
Vice Chairman

Lisa Castañeda
Secretary

Burt Ballanfant
Honorable
Dwight Jefferson

Carrin F. Patman
Cindy Siegel

Christof Spieler
Gary Stobb

**Interim
President &
Chief Executive
Officer**

Thomas C. Lambert

March 29, 2013

Mr. Alan Clark, Director
Transportation Planning
H-GAC
3555 Timmons Lane, Suite 120
Houston, TX 77027

APR 03 2013

Dear Mr. Clark:

METRO writes this letter to reaffirm our commitment to the Uptown District's proposal to reconstruct and widen Post Oak Boulevard, build an exclusive transitway with direct connections to the Northwest Transit Center and also construct a proposed Westpark Transit Center with direct access to the Southwest Freeway.

METRO feels strongly that the Uptown District proposal, when realized, will allow the Authority to upgrade significantly the level of transit services to one of our most economically crucial communities, accelerate the construction of critical transit infrastructure and leverage the resources of the Uptown District and METRO to accomplish more in less time than either entity could separately. Hence, METRO continues to work very closely with the Uptown District and their consultants, the Houston Galveston Area Council (H-GAC) and the Federal Transit Administration (FTA) in project development.

By submitting this letter to H-GAC, METRO not only reaffirms this project as a priority to the Authority, but also reconfirms our desire to partner with the Uptown District. In addition, the Uptown proposal memorializes our commitment of future resources to operate improved service within the corridor as well as enhance Park & Ride connectivity and operations to the proposed Westpark Transit Center.

The Uptown District proposal offers the prospect of a partnership that can create the transit infrastructure needed to provide first-class transit services for an area of vital economic importance to our region. We, therefore, urge the Transportation Policy Council (TPC) to select the Uptown District proposal as a regional funding priority in the FY2015-2016 call for projects.

Sincerely,



Thomas C. Lambert
Interim President & CEO

cc: Gilbert Garcia, Chairman of METRO Board of Directors
Judge Dwight Jefferson, METRO Member of Board of Directors
Kurt Luhrsen, Interim Sr. Vice President, Service Design & Development/ METRO
Thomas Jasien, Vice President and Director of Government Affairs/ METRO
Clint Harbert, Senior Director, System Planning & Development/ METRO

Metropolitan Transit Authority of Harris County, Texas

1900 Main • P.O. Box 61429 • Houston, Texas 77208-1429

713-635-4000 • RideMETRO.org

March 20, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Greater Houston area continues to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Respectfully,



Thomas D. Parmeson
Facilities Manager
Schlumberger

Tim D. Relyea
Executive Vice Chairman

APR 09 2013



Cushman & Wakefield of
Texas, Inc.
Licensed Real Estate Brokers
1330 Post Oak Boulevard, Suite 2700
Houston, TX 77056-3054
(713) 877-8752 Direct Tel
(713) 877-1965 Fax
tim.relyea@cushwake.com

April 8, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227-2777

Re: Support for Uptown Houston Mobility Grant Application

- 1) **Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)**
- 2) **Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)**

To Whom it May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

Tim D. Relyea
Executive Vice Chairman
Cushman & Wakefield of Texas, Inc.

MAR 26 2013

Todd Casper
Vice President

CBRE, Inc.
Investment Property Group

March 25, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development:
Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

To Whom It May Concern:

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Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Todd Casper
Vice President
CBRE, Inc.



April 17, 2013

Mr. Alan Clark
Director of Transportation Planning
Houston-Galveston Area Council
P.O. Box 22777
Houston, TX 77227

Dear Mr. Clark,

On behalf of the 2,100 members that comprise the Greater Houston Partnership (GHP), I want to express our resolute support for the Uptown Transit Project and ask that the Technical Advisory Committee (TAC) and the Transportation Policy Council (TPC) approve the federal and state funds required to construct the needed project.

The Greater Houston Partnership (GHP) has a long-standing mission to be the region's primary business advocate working towards improved mobility and maintaining an infrastructure system that sets Houston apart. Over the past few decades, the Uptown District has positioned itself as a center for retail and commerce, as well as emerged as one of the faster growing residential markets in our region. As the Uptown District continues to attract residents, there is a growing need for public transit services that will allow residents to commute to work, to Memorial Park and to connect to the expanding transportation system throughout our region. The proposed improvements to Post Oak Boulevard, which include acquiring additional right-of-way to create bus rapid transit lanes, will address mobility issues along the congested thoroughfare and help lessen traffic not only on Post Oak Boulevard, but on I-610, I-10 and US-59.

The Uptown Transit Project addresses a regional need and best positions Houston for its long term growth. Houston possesses all the tools required for additional economic success, but we must offer our citizens the proper infrastructure and capacity to prosper. Investments in projects such as this can generate economic benefit through reduced congestion, more reliable travel times, decreased costs of accidents and decreased emissions. We believe that the Uptown Transit Project is a critical piece to a well-functioning transportation network and ask that you support this proposal.

GHP shares your commitment and dedication to the betterment of Houston and stands ready to assist you.

Please do not hesitate to contact us at (713) 844-3601.

Respectfully,

A handwritten signature in blue ink that reads "Bob Harvey". The signature is written in a cursive, flowing style.

Bob Harvey
President & CEO
Greater Houston Partnership

cc: Harris County Judge Ed Emmett, Chair, Transportation Policy Council

GREATER HOUSTON PARTNERSHIP

houston.org

1200 SMITH, SUITE 700, HOUSTON, TX 77002 | PHONE: 713-844-3600 | FAX: 713-844-0200
AUSTIN | BRAZORIA | CHAMBERS | FORT BEND | GALVESTON | HARRIS | LIBERTY | MONTGOMERY | SAN JACINTO | WALLER



April 4, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

Please accept this letter as evidence of Crescent Real Estate's support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,

A handwritten signature in black ink, appearing to read "R. Carlen".

Robert L. Carlen, CPM®
Vice President, Property Management
Greenway Plaza

GREENWAY PLAZA

A Property of

Crescent Crown Greenway Plaza SPV LLC Crescent Crown Seven Greenway SPV LLC Crescent Crown Nine Greenway SPV LLC Crescent Crown Edloe Garage SPV LLC

9 Greenway Plaza Suite 650 Houston, TX 77046 Phone: 713/966-3900 Fax: 713/966-3981

www.greenwayplaza.com



April 4, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,



Monte Hansen
General Manager

1661
TANGLEWOOD
BOULEVARD
HOUSTON
TEXAS
77056-2797
713-622-8100
FAX
713-961-2958

Tanglerwood Corporation

March 31, 2013



Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

A handwritten signature in dark ink, written in a cursive style. The signature reads "Mary Catherine Miller". The letters are fluid and connected, with a prominent loop at the end of the name.

Mary Catherine Miller
Chairman of the Board

April 2, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT
APPLICATION**

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown intermodal Terminal and Bus Access Enhancements (\$16,846,500)

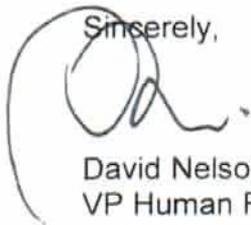
To Whom It May Concern:

Please accept this letter as evidence of my (our) support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,



David Nelson
VP Human Resources
BHP Billiton



March 28, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston TX 77227-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT APPLICATION

- 1) Post Oak Boulevard Reconstruction and Transitway Development: Richmond Avenue to IH 610 (\$45,000,000)
- 2) Uptown Intermodal Terminal and Bus Access Enhancements (\$16,846,500)

To Whom It May Concern:

As the Houston area and greater region continue to grow in population and employment, it is important for our mobility infrastructure to keep pace meeting these new demands. Serving the major employment centers of our region, such as Uptown Houston, with transit options is vital to our ability to continue generating economic growth and producing quality jobs for residents.

I support the Transportation Policy Council's selection of the Uptown Houston Mobility Grant Application as referenced above. The funding will allow Uptown Houston to leverage a local investment of over \$86 million to offer high-quality enhanced transit services to the Uptown market.

Thank you for your consideration in this very important matter. Please contact me with further questions or concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Kathy Barnes-Colvin", written in a cursive style.

Kathy Barnes-Colvin
Sr. Manager, Corporate Properties
Invesco

March 26, 2013

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77227-2777

**SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT
APPLICATION**

- 1) Post Oak Boulevard Reconstruction and Transitway
Development: Richmond Avenue to IH 610
(\$45,000,000)
- 2) Uptown intermodal Terminal and Bus Access
Enhancements (\$16,846,500)

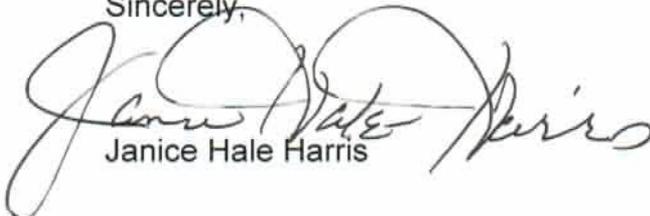
To Whom It May Concern:

Please accept this letter as evidence of my support for the above referenced grant application.

Houston's Uptown area needs effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,


Janice Hale Harris



**Houston Area
Urban League**

*Empowering Communities
Changing Lives*

1301 Texas Avenue
Houston, Texas 77002

Tel 713 393 8700
Fax 281 768 7907
www.haul.org

5320 Griggs
Houston, Texas 77021

Tel 281 220 6012
Fax 713 641 3321

A United Way Agency
Affiliated With The
National Urban League

March 27, 2013

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Kristyn Page
Michelle Trevino
Pamela Ulmer
Stephen L. Williams

Transportation Public Information
Houston-Galveston Area Council
P.O. Box 22777
Houston, Texas 77277-2777

SUBJECT: SUPPORT FOR UPTOWN HOUSTON MOBILITY GRANT

1. Post Oak Boulevard Reconstruction and Transitway Development:
Richmond Avenue to IH 610 (\$45,000,000)
2. Uptown Intermodal Terminal and Bus Access Enhancements
(\$16,846,500)

To Whom It May Concern:

Please accept this letter as evidence that the Houston Area Urban League supports the above referenced grant application.

Houston's Uptown area needed effective commuter transit. In fact, the long term economic health of the area will be positively impacted by the development of commuter transit services. The Proposed Transit Plan developed by the Uptown District will connect this market into METRO's highly successful HOV network in a very cost effective approach. In addition, Uptown's willingness to fund \$86,000,000 of the plan's total estimated project cost is an effective way to leverage our region's limited available transportation funds.

On behalf of the Houston Area Urban League, I respectfully encourage the Transportation Policy Council to select the Uptown Mobility projects for funding.

Sincerely,

Judson W. Robinson III
President & CEO
Houston Area Urban League, Inc.



United Way of Greater Houston