

**AMENDMENT TO RULES COMMITTEE PRINT 116-**

**54**

**OFFERED BY MS. JACKSON LEE OF TEXAS**

Page 499, after line 22, insert the following:

1 **SEC. \_\_\_\_ . SENSE OF THE CONGRESS.**

2 (a) It is the Sense of Congress that the planned im-  
3 provements along the I-45 corridor shall include provision  
4 of housing and relocation assistance to the impacted area;  
5 remediation of impacts to environmental, economic, and  
6 places of historic significance.

7 (b) Whereas, highway infrastructure improvements in  
8 the State of Texas have relied too often on pushing major  
9 highway construction projects to widen freeways and roads  
10 instead of prudent and sustained investments in state of  
11 the art mass transit systems to meet the transportation  
12 needs of urban residents.

13 (c) Whereas, concentrations of poverty exists in areas  
14 in and around the network of freeways that dominate the  
15 city of Houston; Whereas, there is a history of state high-  
16 way and transportation planners conducting construction  
17 projects for road and highways that importunately de-  
18 stroyed the homes of low income and minority residents  
19 in Houston.

1 (d) Whereas, when TxDOT remade the I-10 and U.S.  
2 59 interchange in 1959, the changes made took more than  
3 500 homes along Buffalo Bayou in Fifth Ward; Whereas,  
4 the completion of the I-45 interchange with Loop 610 cut  
5 historic Independence Heights practically in half in the  
6 late 1950s; Whereas, although it is 60 years later the  
7 same callus approach to urban infrastructure planning is  
8 still used and the resulting harms ignore disproportionate  
9 born by the city's low-income black community.

10 (e) Therefore, be it resolved that the Congress in pro-  
11 viding for the construction of critical infrastructure it does  
12 not provide funding for the purpose of disproportionately  
13 impacting vulnerable populations. Planners engaged in in-  
14 frastructure improvement should take care in the planning  
15 or conducting of major projects involving widening or add-  
16 ing expanded surface transportation space.

17 (f) It is strongly encouraged that planners consider  
18 the merits and cost effectiveness of mass transit systems  
19 in urban centers to address traffic and congestion prob-  
20 lems, and they are encouraged to provide for remediation  
21 of harms done to vulnerable persons, environmental, eco-  
22 nomic, cultural, and historic places near or in the con-  
23 struction zones, which should include housing for dis-  
24 placed persons prior to the project proceeding. In consid-  
25 ering these factors projects should engage communities

- 1 and stakeholders in how to avoid, mediate or provide relief
- 2 to those impacted by harms caused by the project.

