

**Resolution of the Board of Directors in Support of
Airport Land Use Regulations**

The Greater Houston Partnership's Board of Directors supports adoption of airport land use regulations around Bush Intercontinental Airport/Houston (IAH), William P. Hobby Airport (HOU) and Ellington Field (EFD).

The Houston Airport System (HAS) is a major economic engine for the region, and our airports are experiencing rapid passenger and cargo growth. Expansion of HAS facilities is required to accommodate projected growth and sustain economic vitality in our region.

HAS receives a substantial amount of federal funding. Federal airport development grant agreements require the City of Houston to adopt measures to ensure land development compatible with airport operations. In accordance with Chapter 241 of the Texas Local Government Code, the City of Houston has the authority to adopt airport land use regulations with no zoning referendum required.

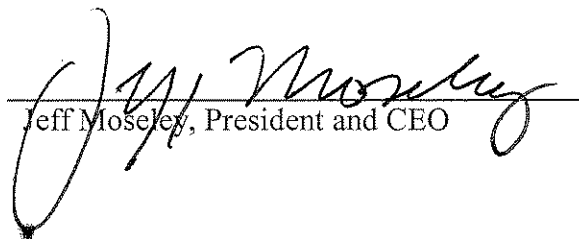
HAS and City of Houston planners have developed a three-tiered plan to ensure compatible land development surrounding the airports:

- **Tier 1-** new residential development, including homes, churches and schools, would be prohibited
- **Tier 2-** new development would be allowed with soundproofing measures
- **Tier 3-** no development restrictions, but property owners and prospective buyers must be informed of property proximity to the airport and potential of property to fall within the City of Houston's regulatory reach

The Greater Houston Partnership supports the adoption of a reasonable plan by Houston City Council to ensure that HAS federal funding is not jeopardized.



Daniel J. Wolterman, Chairman



Jeff Moseley, President and CEO



Dan G. Bellow, Secretary

MEMORANDUM

DATE: August 6, 2008

TO: Greater Houston Partnership Board of Directors

FROM: Jim Dannenbaum, Chairman
Transportation and Infrastructure Advisory Committee

SUBJECT: Resolution of the Board of Directors in Support Airport Land Use Regulations

RECOMMENDATION

The Greater Houston Partnership's Board of Directors supports adoption of airport land use regulations around Bush Intercontinental Airport/Houston, William P. Hobby Airport and Ellington Field.

The Houston Airport System (HAS) is a major economic engine for the region, and our airports are experiencing rapid passenger and cargo growth. Expansion of HAS facilities is required to accommodate projected growth and sustain economic vitality in our region.

HAS is largely dependent on federal funding. Federal airport development grant agreements require the City of Houston to adopt measures to ensure land development compatible with airport operations. In accordance with Chapter 241 of the Texas Local Government Code, the City of Houston has the authority to adopt airport land use regulations with no zoning referendum required.

HAS and City of Houston planners have developed a three-tiered plan to ensure compatible land development surrounding the airports:

- **Tier 1-** new residential development, including homes, churches and schools, would be prohibited
- **Tier 2-** new development would be allowed with soundproofing measures
- **Tier 3-** no development restrictions, but property owners and prospective buyers must be informed of property proximity to the airport and potential of property to fall within the City of Houston's regulatory reach

The Greater Houston Partnership supports adoption of the plan by Houston City Council to ensure that HAS federal funding is not jeopardized.

BACKGROUND

HAS provides a vital economic engine for Houston's economy. HAS, a department of the City of Houston, operates the three major airports

servicing the City of Houston and the greater Houston metropolitan region -- George Bush Intercontinental (IAH), William P. Hobby (HOU), and Ellington Field (EFD).

The Houston Airports are a major contributor to the economic growth and vitality of the greater Houston region. HAS is the fourth largest multi-airport system in the U.S. and the sixth largest in the world. They generate more than \$24 billion each year for the region's economy and create and support more than 151,000 jobs.

Houston's population, employment and economic growth are fueled in large part by the Houston Airports and the passenger and cargo flights that connect Houston to the rest of the U.S. and international markets. Houston's stature as a premier gateway to the world can only be sustained by a vibrant and thriving air transportation system, able to support and create new opportunities for travel and trade for Houston-area residents, businesses and visitors.

The record 52 million passengers who traveled through the Houston Airports in 2007 are projected to grow to 80 million by the year 2020. To accommodate this rapid growth, the Houston Airport System will need to continually improve and expand airport facilities and capacity.

In 2006, the FAA admonished the City of Houston for allowing incompatible development to encroach into areas affected by airport operations. In a letter, they asked the City of Houston to adopt measures that ensure compatible land development and that would protect the FAA's investment of grant funds in the three airports.

In an effort to promote compatible land use the City of Houston is proposing new regulations to control future development around the three airports.

FISCAL IMPACT

The FAA has invested approximately \$667 million in HAS development. Future federal assistance is in jeopardy and repayment of previous grants may be required unless land use restrictions are implemented by the City of Houston.

IMPLEMENTATION

Partnership volunteer leadership and staff will communicate support of the proposed land use regulations and encourage prompt adoption of the regulations by Houston City Council.

RESOURCES REQUIRED

This recommendation can be implemented with available Greater Houston Partnership staff and within the current operating budget.