

8. SOUTHEAST HARRIS COUNTY SUBREGIONAL STUDY

BACKGROUND

The Southeast Harris County Subregional Study was funded through the Texas Department of Transportation (TxDOT) and examined transportation conditions to recommend improvements aligned with the Regional Transportation Plan's goals to improve safety, condition, mobility, the economy, and our environment. H-GAC staff coordinated with the consultant team, led by Kimley-Horn and Associates, to study portions of five (5) cities, including Houston, South Houston, Pasadena, Deer Park, and La Porte.

This 21-month study began in September 2020 and ended in May 2022. A Steering Committee represented by area stakeholders met six (6) times to help compile issues, review alternatives, and comment on the draft study. The study was also informed by four (4) Stakeholder groups – school, public safety, business, and municipal representatives – and virtual public meetings during both the initial outreach and review phases. The team also coordinated with TxDOT's project team overseeing the SH 225/610E Planning and Environmental Linkages (PEL) Study, which abuts this study area.

Lastly, the team utilized an online engagement platform throughout the study – <https://engage.h-gac.com/southeast-harris-county-subregional-study> – to collect comments on existing concerns, opportunities, and to allow review and commenting on draft recommendations using a variety of interactive tools.

CURRENT SITUATION

The study recommends a variety of safety, accessibility, and mobility capital improvements for all system users, and a subsequent transit feasibility study for some portions of the study area. The roadways and intersection utilized Complete Streets principles that could result in a variety of monetary benefits. These include a total of \$1.3 billion for safety, \$4 billion for emission reduction, and \$1.9 billion in travel time benefits.

The total cost for improvements (design, construction, and impacts) is estimated to be \$1.8 billion with a total benefit total of \$7.2 billion, and a Benefit-Cost Ratio of 4.0.

ACTION REQUESTED

For Information and Discussion