

**MEETING OF THE RTP SUBCOMMITTEE  
HOUSTON-GALVESTON AREA COUNCIL**

**Members Please Use Teams Invitation**

**Telephone Conference Information:**

[+1 346-262-0140](tel:+13462620140) United States, Houston (Toll)

Conference ID: 641 945 004#

**January 20, 2021**

**9:30AM**

**AGENDA**

1. Call to Order  
*Roll Call Attendance*
2. Approval of Minutes  
*From meeting of December 9, 2020*
3. Congestion Management Process – Public Comment Period (Alan Rodenstein)  
*Staff will summarize and answer any questions regarding the draft document*
4. Performance Measures – Transit Safety (Alan Rodenstein)  
*Staff will introduce federally required transit safety performance measures*
5. Discussion of Requested RTP Amendments:  
*TxDOT staff will provide an update and opportunity for input on vision for the following:*
  - a. Hempstead Highway – comments on summary of need and purpose
  - b. IH 10 West (Inner Katy) – summary of project description and opportunity for input
6. Announcements
  - Next TPC Meeting – January 22, 2021 at 9:30AM (Teleconference)
  - Next RTP Subcommittee Meeting – February 10, 2021 at 1:30PM (Teleconference)
  - Next TAC Meeting – February 17, 2021 at 9:30AM (Teleconference)
7. Adjourn

# Regional Transportation Plan Subcommittee

		Primary			Alternate		
	Representing	First Name	Last Name	Organization	First Name	Last Name	Organization
1	Local Government	Monique	Johnson	City of Sugarland	Krystal	Lastrape	City of Sugarland
2	Local Government	Ruthanne	Haut	The Woodlands Township	John	Powers	The Woodlands Township
3	Local Government	Clay	Forister	Brazoria County	Karen	McKinnon	Brazoria County
4	Local Government	Adam	France	City of Conroe	Chris	Bogert	City of Conroe
5	Local Government	Christopher	Sims	City of League City	Chad	Tressler	City of League City
6	Local Government	Ricardo	Villagrand	City of Mont Belvieu	Francisco	Carrillo	City of Mont Belvieu
7	Local Government	Loyd	Smith	Harris County	Bryan	Brown	Harris County
8	Local Government	Nick	Woolery	City of Baytown	Frank	Simoneaux	City of Baytown
9	Local Government	Yancy	Scott	Waller County	Bobby	Pennington	City of Cleveland
10	TxDOT-Houston	Charles	Airiohuodion	TxDOT-Houston	Jeffrey	English	TxDOT-Houston
11	TxDOT-Beaumont	Lisa	Collins	TxDOT-BMT	Scott	Ayres	TxDOT-BMT
12	Transit	Alberto	Lyne	METRO	Priya	Zachariah	METRO
13	Transit	Perri	D'Armond	Fort Bend Transit	Stacy	Slawinski	Fort Bend Transit
14	Transit	Ken	Fickes	Harris County Transit	Vernon	Chambers	Harris County Transit
15	Environmental	Harrison	Humphreys	Air Alliance Houston	Stephanie	Thomas	Public Citizen
16	Planning	Maureen	Crocker	City of Houston	Jennifer	Ostlind	City of Houston
17	Citizens Interests	Jonathan	Brooks	LINK Houston	Bakeyah	Nelson	Air Alliance Houston
18	Business Interests	Elijah	Williams	The Energy Corridor District	Irma	Sanchez	Westchase District
19	Port	Bruce	Mann	Port Houston	Rohit	Saxena	Port Houston
20	Port	Roger	Rees	Port Galveston	Brett	Milutin	Port Galveston
21	Active Transportation	Janis	Scott	LINK Houston	Paulette	Wagner	OST/South Union
22	Toll Roads	John	Tyler	HCTRA - Toll Road	<b>Vacant</b>		
23	Airports	Bill	Zrioka	Houston Airport System	David	Leslie	Houston Airport System

**MEETING OF THE RTP SUBCOMMITTEE  
HOUSTON-GALVESTON AREA COUNCIL  
TELECONFERENCE PARTICIPATION VIA MICROSOFT TEAMS**

**December 9, 2020**

**1:30 p.m.**

**Minutes**

**Member Attendance:**

<b>Primary Member</b>	<b>Present</b>	<b>Alternate</b>	<b>Present</b>
Maureen Crocker, Chair	Yes	Jennifer Ostlind	No
Perri D'Armond, Vice Chair	Yes	Stacy Slawinski	No
Monique Johnson	Yes	Krystal Lastrape	Yes
Ruthanne Haut	Yes	John Powers	No
Clay Forister	No	Karen McKinnon	No
Adam France	Yes	Chris Bogert	No
Christopher Sims	No	Chad Tressler	No
Ricardo Villagrand	Yes	Francisco Carrillo	No
Loyd Smith	Yes	Bryan Brown	Yes
Nick Woolery	No	Frank Simoneaux	No
Yancy Scott	Yes	Bobby Pennington	No
Charles Airiohuodion	Yes	Jeffrey English	Yes
Lisa Collins	No	Scott Ayres	Yes
Alberto Lyne	No	Priya Zachariah	Yes
Ken Fickes	No	Vernon Chambers	Yes
Harrison Humphrey	Yes	Stephanie Thomas	No
Jonathan Brooks	Yes	Bakeyah Nelson	No
Elijah Williams	Yes	Irma Sanchez	No
Bruce Mann	Yes	Rohit Saxena	No
Roger Rees	No	Brett Milutin	No
Janis Scott	Yes	Paulette Wagner	No
John Tyler	No	VACANT	-
Bill Zrioka	Yes	David Leslie	No

**Others Present:**

Andrew Mao, Michelle Canton, Jim Dickinson, David Fink, Ben Finley, Stephan Gage, hixin Gao, Brandy George, Thomas Gray, Donte Green, Veronica Green, Sandra Holliday, Allie Isabell, Susan Jaworski, Ayo Jibowu, Sharon Ju, Megan Kennison, Neely Kim, Justin Kuzila, Vishu Lingala, Carlos Lugo, Patrick Mandapaka, Deborah Mayfield, Sharon Moses-Burnside, Carlene Mullins, Karen Owen, Patrick Gant, Kathryn Vo, Veronica Waller, Gilbert Washington, Christopher Whaley

**Staff Participating:**

Adam Beckom and Mike Burns

1. Call to Order  
Maureen C called the meeting to order at 1:31 p.m.

Mike B read a statement of how the meeting would be conducted via remote participation and the ground rules for any discussion.

Mike B conducted the roll call for attendance and confirmed a quorum was present.

Maureen C confirmed a quorum was present.

2. Approval of Minutes

Maureen C asked for a motion to approve the minutes of the October 21, 2020 meeting.

Jonathan B made a motion, seconded by Janis S, to accept the minutes.

The motion passed unanimously.

3. Discussion of Requested RTP Amendments:

a. Hempstead Highway

James Koch of TxDOT provided an update on the proposed Hempstead Corridor project and next steps as part of a series of future presentations to discuss projects requested to be amended into the Regional Transportation Plan. Originally, the Hempstead project was part of the 290 FEIS and included managed lanes and tolls from SH99 to I-610. Level of service along Hempstead was at 'D' with a projected level of service of 'F'. HCTRA rescinded toll road concept. US290 was reconstructed with HOV/HOT lanes and without improvements to Hempstead Road. The Texas Central High Speed Rail project proposed straddling Union Pacific Railroad and Hempstead Road. Current evaluation preserves the original managed lane concept between SH99 and Beltway 8, and proposes new concepts between Beltway 8 and I-610 to reduce right of way impacts, preserve tax base, and consider existing and future transit operations. Original FEIS typical section included 100' Union Pacific right of way, 50' high speed rail right of way within the 100' Hempstead Road right of way, and required an additional 124' of right of way for elevated toll, HOV lanes, and frontage road lanes. The proposed inner Hempstead with transit component concept includes the 100' Union Pacific right of way, 100' Hempstead right of way with express lanes staked on transit and frontage lanes in the corridor, 50' elevated high speed rail corridor straddling the Union Pacific and Hempstead rights of way, and an additional 30' right of way for the Hempstead corridor, which is 25% of the original right of way requirements described in the FEIS. The proposed inner Hempstead with additional frontage lanes concept includes same right of way without dedicated transit lanes and with additional frontage lanes. Feedback was requested on needs and constraints.

Priya Z mentioned MetroNext's proposed service expansions in the 290 corridor and would consider potential use of the Hempstead corridor to improve mobility options and efficiency of transit operations.

James K responded that the typical section includes elevated high speed rail and potential elevation of Hempstead express lanes, which would need to cross near the Northwest Mall high speed rail end of line station. If a parking facility was included at the Mall location, it could be developed into a multimodal center to accommodate transfers between high speed rail, Metro, and other services.

Maureen C asked about the process and opportunity to review alternatives.

James K responded that this current effort is collecting and evaluating constraints, impacts of elevated facilities, and identifying other constraints and opportunities.

Jonathan B asked about the outer section between SH 99 and Beltway 8.

James K responded that section only included express lanes as described in the FEIS.

Jonathan B had concerns with stormwater runoff and supports adding to Regional Transportation Plan if it includes fully developing and evaluating alternatives to accommodate all modes.

James K responded that Hempstead was originally developed as a rural highway and challenges include railroad crossings, adding turn lanes, and improving overall traffic flow.

Brian B mentioned that the current corridor was designed for different era. It doesn't accommodate current demand for access or through movement. And suggested safety improvements in the short term.

Maureen C would like an alternative developed that did add another high speed corridor next to 290. And asked if TxDOT will be doing more planning activities or will be pursuing environmental review.

James K responded that TxDOT will pursue a public outreach strategy to review alternatives, including original FEIS concept. The HOV lanes originally proposed for Hempstead were included as part of the 290 corridor, which reduced capacity of the corridor. Alternatives should accommodate future demand, including Metro operations. Maureen C asked about integration with I-610W and accommodating truck traffic.

James K responded that the original FEIS concept is in the RTP and includes a toll road that connected with I-610W. The current proposal changes the concept to include a series of elevated regional express lanes within a "box" network of I-10, I-610, and I-69 to accommodate more efficient movement of freight and transit for the region over the next 20 to 30 years.

Maureen C mentioned that the "box" concept will be the base for regional network and that vision and the repercussions of it have not been discussed, and appreciates the presentation and insight on the vision and how it would work.

Jonathan B mentioned that there is changing behavior from COVID-19 and that the FEIS is outdated and this new effort should be based on new modeling of current behavior.

James K responded that TxDOT is reaching out to understand what people want to see and avoid developing the concept in a vacuum. This is an opportunity to look at the corridor again and noted that the HOV lane on 290 is reversible and can change to accommodate demand, which would impact Metro operations. Hempstead could address Metro operational concerns and improve access to abutting land uses. And mentioned the "box" concept improves access to existing major activity centers in the region.

Maureen C noted the City of Houston supports dedicated transit lanes, even if they are grade separated, as they align with High Capacity Transit goals. Glad TxDOT is incorporating it.

Mike B noted that there will be another presentation in January.

Patrick M noted that feedback from the presentation would be summarized to clarify need and purpose for the proposed amendment and presented at the next meeting. Additional considerations could be suggested for TxDOT to incorporate into their evaluations.

Maureen C mentioned that the toll/non-toll was briefly discussed and current best practice in congestion management is to include pricing as a tool. Removing tolling would constrain options available for congestion management.

James K responded that local governments could provide support for tolling to their representatives at the state legislature.

Adam B mentioned that public comment is on-going for this and other requested amendments, and feedback will be shared at future meetings.

Loyd S mentioned Hempstead is divided into two sections and have two different impacts. Inside the Beltway is a reconstruction project, and outside the Beltway is more of a greenfield-type project. The different impacts should be considered.

No action was taken

#### 4. Regional Transportation Plan Amendment Process

Adam B presented the proposed process for future amendments to the RTP. A three-pronged approach included administrative modifications, level 1 amendments, and level 2 amendments. Administrative modifications are minor and includes clarification of project description, limit changes, cost changes less than 25% or \$5M (whichever is less), and these would be presented to TAC/TPC the following month. Level 1 amendments require TPC approval and includes changes to RTP document language or to projects that do not affect conformity and are either currently in the RTP or add projects that are formula-funded transit, federal grant projects, or project funded through TPC call for projects. Level 2 amendments require TPC approval and includes existing or projects that impact air quality conformity determination. Level 2 project sponsors will need to provide project description details for conformity process. Level 2 amendments would start conformity 18 months after latest determination and take about 6-9 months for H-GAC to conduct conformity determination and public outreach.

Loyd S asked if ferry funds would be included in the level 1 amendment as FTA or FHWA formula funds.

Adam B agreed that should be clarified and included.

Maureen C asked if an inadequate funding ceiling ever impacts an amendment.

Adam B responded that there is a limit to available funds and an illustrative list is being created that would include projects not included in the RTP funding schedule.

Charles A asked if level 1 amendments would include projects that are not subject to conformity.

Adam B responded that projects not subject to conformity are included in level 1.

Loyd S suggested projects eligible for formula funding be included RTP to avoid the amendment process.

Adam B agreed. And noted that next steps include a larger update to the Public Participation Plan to include this RTP amendment process in that document.

No action was taken.

#### 5. Announcements

- Next RTP Subcommittee Meeting – January 13, 2021 at 1:30 p.m. (Teleconference)

Maureen C mentioned the next meeting date and requested that the next TxDOT project be included on the agenda to ensure participation by interested members.

Harrison H asked if the Congestion Management Process would be presented at the next meeting to submit comments.

Mike B mentioned it would be added to the next agenda to provide opportunity to comment on the draft document before the February TPC meeting.

Patrick M confirmed TPC action on the CMP in February.

Maureen C suggested the CMP should be added to the TAC agenda in January and the RTP Subcommittee should only include an item for comments or questions in January.

6. Adjourn

Maureen C declared the meeting adjourned at 2:51 p.m.

Minutes submitted by: Mike Burns

DRAFT





# CONGESTION MANAGEMENT PROCESS (CMP) 2020 UPDATE – COMMENTS 2021



**Alan Rodenstein**  
Houston-Galveston Area Council  
January 20, 2021

Regional Collaboration • Transportation Planning • Multimodal Mobility





# ***CMP Background***

- Required by Federal Highway Administration
- Original written in 2007 with updates in 2013 and 2015
- Based on objectives of Regional Transportation Plan
- Develop metrics and identify problems
- Will be used for added capacity projects

# Defining the CMP Process

Three key elements:

- Identify **congestion** and its causes (in region)
- Apply variety of mitigation strategies to improve system
- Evaluate strategies' effectiveness and adjust accordingly

# ***Public Comment Process***

- 45-day public comment period started on November 22
- 115 + comments received from groups and individuals posted on website
- Bike – Ped Committee very active commentator

# *Comment Summary*

- Generally supportive towards overall approach of CMP
- Many comments emphasizing increasing role of active transportation
- Additional comments encouraging greater emphasis on multimodal solutions
- All comments will be addressed as we work to finalize the document

# Next Steps

## 2021

- Complete review of Public Comment and Update Report- January
- Recommendation and Approval by TAC and TPC – February
- Submission to TxDOT and Federal Highway Administration - Spring

# *For More Information*

Contact: Alan Rodenstein

[alan.rodenstein@h-gac.com](mailto:alan.rodenstein@h-gac.com)

Review the Congestion Mitigation Process Draft Report and comments refer to:

<http://h-gac.com/congestion-management/documents/congestion-management-process-draft.pdf>





# Performance Measures – Transit Safety



**Alan Rodenstein**  
Houston-Galveston Area Council  
January 20, 2021

Regional Collaboration • Transportation Planning • Multimodal Mobility



**Regional Transportation Plan (RTP) Subcommittee Meeting  
Requested RTP Amendment – Hempstead Highway  
Summary of Need and Purpose  
December 9, 2020**

<b>Sponsor</b>	Texas Department of Transportation – Houston
<b>RTP Amendment Request – Section 1</b>	Hempstead Highway (Inner Hempstead)
<b>Project limits</b>	IH 610 to Jones Road
<b>Primary problems to be addressed by project</b>	Severe congestion in peak periods; existing roadway does not meet current design standards; existing capacity does not meet future traffic demands; increased crashes because of uncontrolled turning movements along heavily urbanized corridor.
<b>Project Description</b>	Reconstruct roadway and add one transit lane in each direction at grade and construct four elevated managed lanes; add sidewalk and shared use path; provide detention and new storm sewer system; add dedicated U-turns at cross streets and channelize movements and turning movements along the corridor.
<b>Project Outcomes</b>	Increase safety; channelize movements; reduce congestion; reduce flood potential; provide new concrete pavement with roadway and intersections in accordance with current design standards; and provide reserves for future main lane and future high capacity modes; and improve pedestrian and bike with addition a of paved sidewalk and joint use path along the length of the project
<b>RTP Amendment Request – Section 2</b>	Hempstead Highway (Outer Hempstead)
<b>Project Limits</b>	Jones Road to SH 99
<b>Project Description</b>	Construct four managed lanes (non-toll)
<b>Status</b>	30% engineering complete
<b>Fiscal Year</b>	2026 – IH 610 to Mangum Rd 2028 – Gessner Rd to SH 99 2040 – Mangum Rd to Gessner Rd
<b>Cost Estimate</b>	2026 - \$52,427,186 2028 - \$620,873,789 2040 - \$576,699,031 Total - \$1,250,000,006
<b>Safety Conditions</b>	<u>County/COH High Injury Network (HIN):</u> Inner Hempstead – segments of Hempstead Highway are on the HIN Outer Hempstead – no segments are on the HIN  <u>2018 Call for Projects Narrative:</u>

	Existing uncontrolled turning movements result in numerous crashes and congestion. The improved roadway and channelizing of movements enhances existing safety and improves operations.
<b>Condition of Facility</b>	The existing pavement ranges from good to poor condition. The existing facility is well past its pavement useful life and numerous asphalt overlays continue to be performed to extend the roadway life, but this also requires significant maintenance efforts in repairing potholes and rutting along the facility. Additionally, the existing unpaved shoulders are impacted by rutting and sloughing especially from heavy trucks and heavy rain events. The proposed improvements will provide anew concrete pavement surface with a 30-year life drastically decreasing maintenance requirements and bringing the roadway to a state of good repair.
<b>Congestion/Reliability</b>	<p><u>Congestion Management Process – Local Need/Problem Measures:</u></p> <p>2019 Annual Delay per Mile:  Inner Hempstead (US 290) – Regional Rank – 23/365 (242,530 hours)  Outer Hempstead (US 290) – Regional Rank – 16/365 (316,985 hours)</p> <p>2019 Annual Truck Delay per Mile:  Inner Hempstead (US 290) – Regional Rank – 18/365 (17,830)  Outer Hempstead (US 290) – Regional Rank – 19/365 (17,294)</p> <p>2019 Texas Congestion Index:  Inner Hempstead (US 290) – Regional Rank – 95/365 (1.29)  Outer Hempstead (US 290) – Regional Rank – 16/365 (1.53)</p> <p>2019 Texas Congestion Index (trucks only):  Inner Hempstead (US 290) – Regional Rank – 96/365 (1.33)  Outer Hempstead (US 290) – Regional Rank – 15/365 (1.58)</p> <p>NOTE: data is for Northwest Freeway segments that closely align with the Hempstead Highway segments.</p> <p><u>2018 Call for Projects Narrative:</u>  The original FEIS documented a current Level of Service (LOS) D condition and projected LOS F; Severe congestion in peak periods; existing roadway does not meet current design standards; existing capacity does not meet future traffic demands. The proposed improvements separate eastbound and westbound movements with a median and channelize flows along the corridor which improves safety and reduces congestion. The center median will allow the introduction of dedicated U-turn movements at cross street intersections which are not feasible today and will reduce intersection congestion at the numerous signalized cross streets.</p>
<b>Mode Accommodation</b>	<u>Freight</u> - Intersection turning radii are inadequate for these large trucks and the uncontrolled movements across the roadway result in significant stop and start conditions for these large vehicles which increases congestion. Proposed improvements will channelize movements, control turning operations and improve intersection operations including addition of exclusive U-turn movements.

	<p><u>Transit</u> - Include accommodation of METRO’s proposed Bus Rapid Transit (BRT) and Regional Express services</p> <p><u>Bike/Ped</u> – sidewalk and shared use paths are in description</p>
<b>Environmental/Historical Assets</b>	<p>Original design concept was evaluated as part of the Final Environmental Impact Statement for the US 290 improvements. Subsequent alternatives reduce right of way impacts.</p>
<b>Resiliency / Flood Mitigation</b>	<p>The proposed improvements include three new detention pond facilities, new storm water facilities, and remove open ditch sections to be replaced with underground storm sewer, all of which will improve storm water handling, reduce flooding frequency, and the new concrete pavement with inlet structures will provide a more long-term reliable roadway surface less impacted by flooding and rain events versus the existing facility which features numerous asphalt overlays, unpaved shoulders, open ditches, and is susceptible to significant potholing which is exacerbated by flooding and heavy rain events. The new concrete pavement will also provide a much more reliable long-term roadway versus the significant maintenance operations required today to keep Hempstead functional.</p>

**Project Background**

Originally, the Hempstead corridor project was part of the US 290 FEIS and included managed lanes and tolls from SH99 to I-610. Level of service (LOS) along Hempstead Road was ‘D’ with a projected level of service of ‘F’ (by projection year of ?). Harris County Toll Road Authority (HCTRA) rescinded toll road concept. US290 was reconstructed with HOV/HOT lanes and without improvements to Hempstead Road.

The Texas Central High Speed Rail project proposed straddling Union Pacific Railroad and Hempstead Road. Current evaluation preserves the original managed lane concept between SH99 and Beltway 8 and proposes new concepts between Beltway 8 and I-610 to reduce right-of-way impacts, preserve tax base, and consider existing and future transit operations. Original FEIS typical section included 100’ Union Pacific right-of-way, 50’ high speed rail right-of-way within the 100’ Hempstead Road right-of-way, and required an additional 124’ of right-of-way for elevated toll, HOV lanes, and frontage road lanes. The proposed inner Hempstead with transit component concept includes the 100’ Union Pacific right-of-way, 100’ Hempstead right-of-way with express lanes staked on transit and frontage lanes in the corridor, 50’ elevated high speed rail corridor straddling the Union Pacific and Hempstead rights of way, and an additional 30’ right-of-way for the Hempstead corridor, which is 25% of the original right-of-way requirements described in the FEIS. The proposed inner Hempstead with additional frontage lanes concept includes same right-of-way without dedicated transit lanes and with additional frontage lanes. Feedback was requested on needs and constraints.

## **RTP Subcommittee Comments & Responses**

Priya Z mentioned MetroNext's proposed service expansions in the 290 corridor and would consider potential use of the Hempstead corridor to improve mobility options and efficiency of transit operations.

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# I-10 Inner Katy Managed Lanes Project

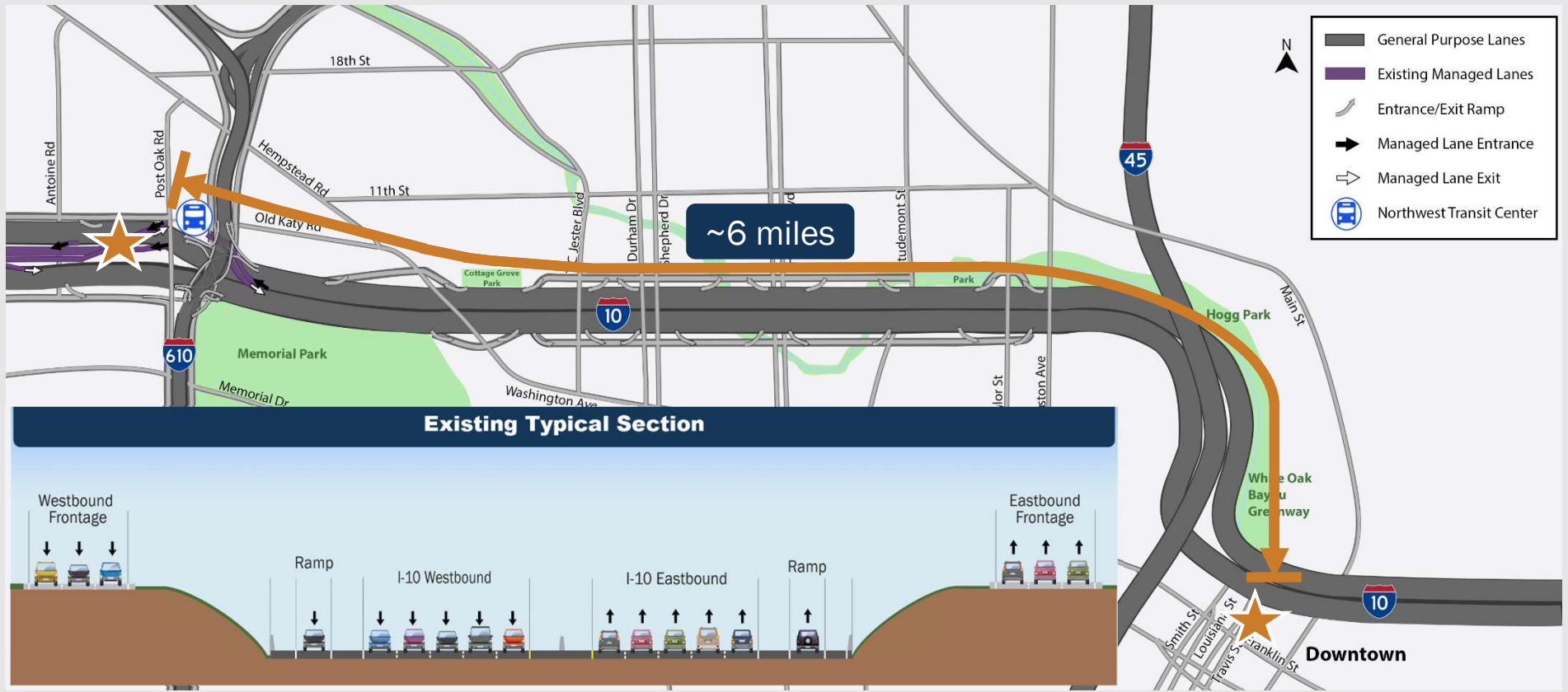
Harris County, Texas

CSJ: 0271-07-325



February 25, 2021

# Existing Corridor Connectivity

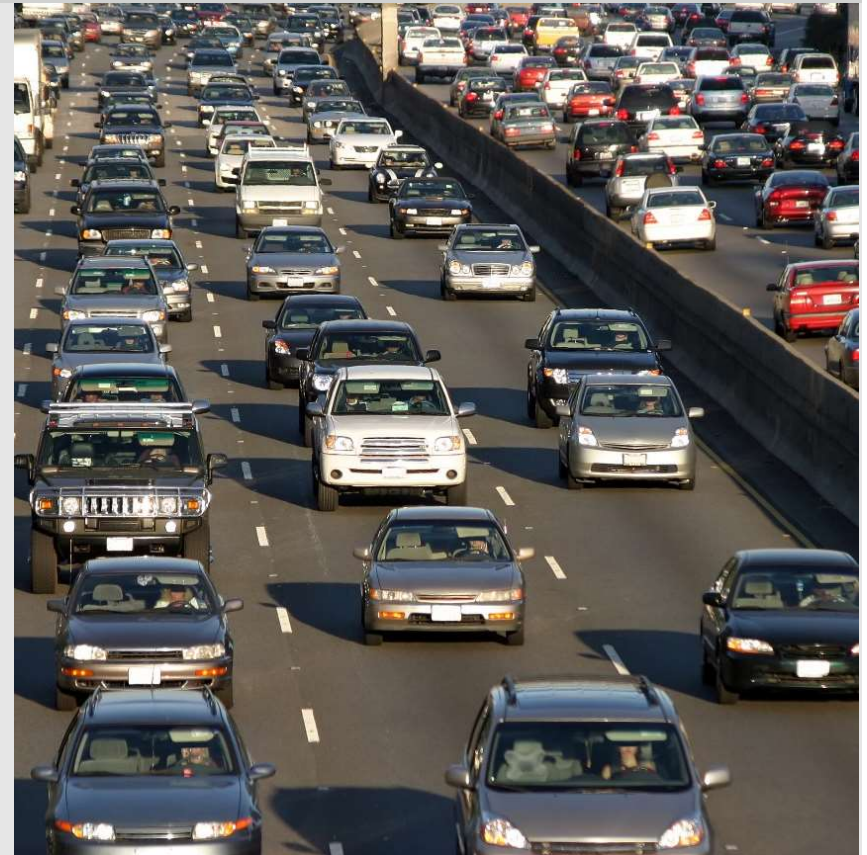


## Project Purpose and Need – Congestion



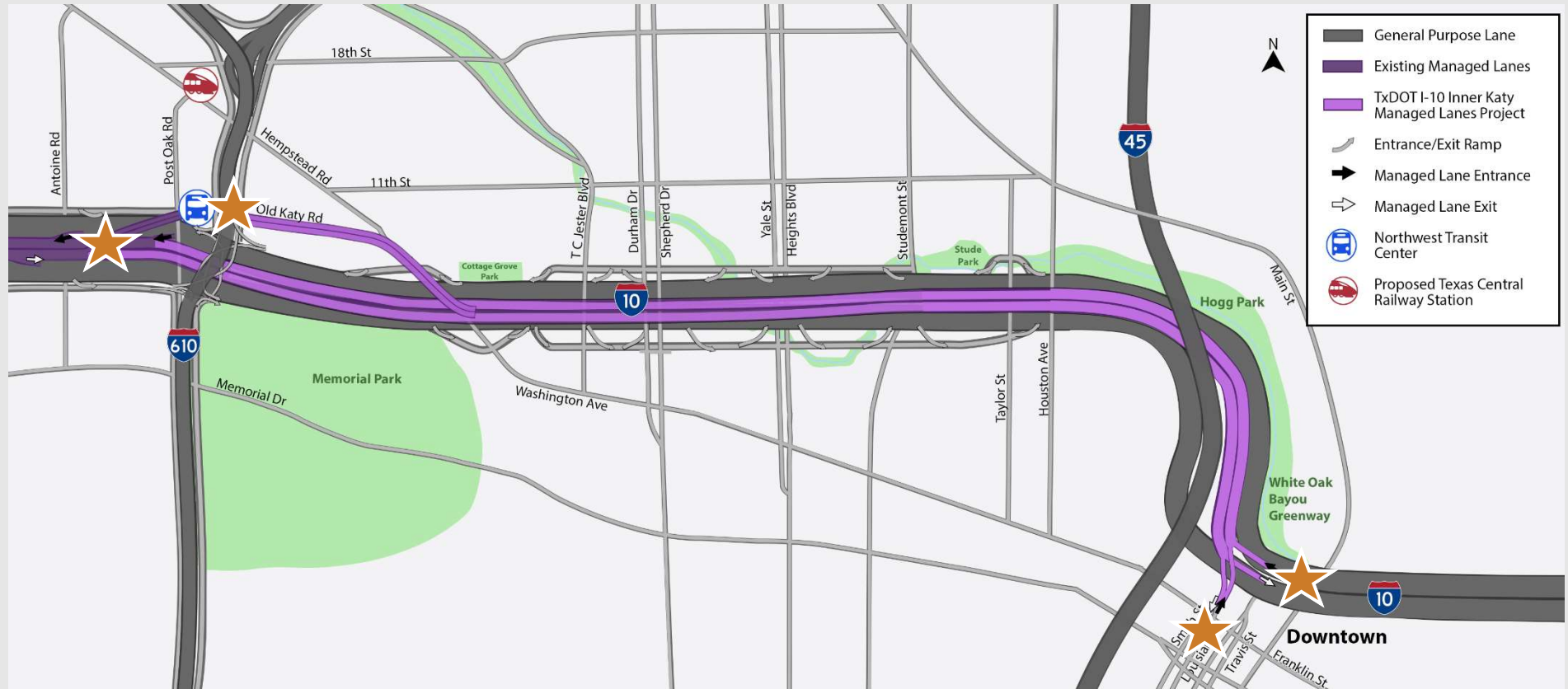
**Current Capacity**  
**10 General Purpose Lanes capacity**  
**for 19,000 vehicles per hour**

**Peak Hour Demand**  
**2019 – 22,000 vehicles per hour**  
**2045 – 31,000 vehicles per hour**





# Managed Lanes from I-610 West Loop to Downtown Houston



# Concept A – Managed Lanes Elevated to the North of I-10



## Concept C Typical Section



# Concept B – Managed Lanes Elevated in the Middle of I-10



## Concept B Typical Section

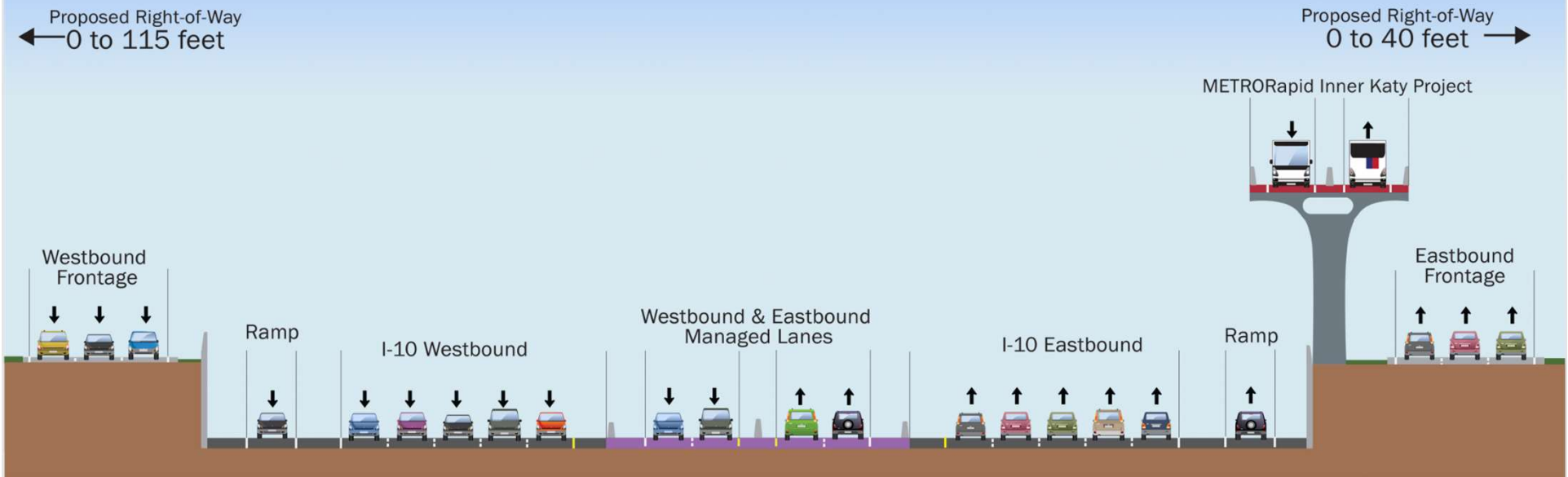




# Concept C – Managed Lanes At-grade on I-10



## Concept A Typical Section



**Regional Transportation Plan (RTP) Subcommittee Meeting  
 Requested RTP Amendment – IH 10 West (Inner Katy)  
 Summary of Need and Purpose  
 January 20, 2021**

<b>Sponsor</b>	Texas Department of Transportation – Houston
<b>RTP Amendment Request – Section 1</b>	IH 10 West (Inner Katy)
<b>Project limits</b>	IH 610 W to IH 45
<b>Primary problems to be addressed by project</b>	*Need description
<b>Project Description</b>	Reconstruct 10 main lanes and two 2-lane frontage roads and construct four new non-toll managed lanes.
<b>Project Outcomes</b>	*Need description
<b>RTP Amendment Request – Section 2</b>	IH 10 West (Inner Katy)
<b>Project Limits</b>	Studemont St to Houston Ave
<b>Project Description</b>	Reconstruct to raise the existing 10 main lanes out of the White Oak Bayou floodway for reconstructing 2-lane CBD connectors to four managed lanes
<b>Status</b>	*Need status
<b>Fiscal Year</b>	2026 – Studemont St to Houston Ave 2030 – IH 610 W to IH 45 2040 – Mangum Rd to Gessner Rd
<b>Cost Estimate</b>	2026 - \$423,200,000 2030 - \$1,800,000,000 Total - \$2,223,200,000
<b>Safety Conditions</b>	<u>County/COH High Injury Network (HIN):</u> No segments of this project area are on the HIN
<b>Condition of Facility</b>	The existing facility is in good or fair condition.
<b>Congestion/Reliability</b>	<u>Congestion Management Process – Local Need/Problem Measures:</u> 2019 Annual Delay per Mile: Regional Rank – 23/365 (242,530 hours) 2019 Annual Truck Delay per Mile: Regional Rank – 18/365 (17,830) 2019 Texas Congestion Index: Inner Hempstead (US 290) – Regional Rank – 95/365 (1.29) 2019 Texas Congestion Index (trucks only): Inner Hempstead (US 290) – Regional Rank – 96/365 (1.33)
<b>Mode Accommodation</b>	<u>Freight</u> – *description of REAL concept accommodation of freight

	<u>Transit</u> – Requested to align with implementation of METRO’s proposed Bus Rapid Transit (BRT) and Regional Express services. (integration with REAL concept improvements) <u>Bike/Ped</u> – *Need description
<b>Environmental/Historical Assets</b>	*description of environmental review and permitting process
<b>Resiliency / Flood Mitigation</b>	Studemont St to Houston Ave – removes the roadway out of the White Oak Bayou Floodway

**Project Background**

\*To be completed

**RTP Subcommittee Comments & Responses**

\*To be completed



ATTACHMENT A - PROPOSED PROJECTS REQUESTED TO BE ADDED TO 2045 RTP

11/11/2020

MPOID	CSJ NUMBER	COUNTY NAME	SPONSOR	STREET	FROMLIMIT	TOLIMIT	PROJECT DESCRIPTION	LENGTH	MAIN LANES	FRONTAGE LANES	FISCAL YEAR	ANALYSIS YEAR	ESTIMATED TOTAL COST	COMMENTS
NEW (18701)	0912-72-598	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	MANGUM RD	43RD ST/CLAY RD	RECONSTRUCT HEMPSTEAD ROAD AND ADD ONE TRANSIT LANE IN EACH DIRECTION AT GRADE AND CONSTRUCT 4 ELEVATED MANAGED LANES	3.3	(0,4)	n/a	2040	2045	\$314,563,108	2045 Analysis Year is OK. Existing projects in current RTP are in 2040 AY.
NEW (18702)	0912-72-599	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	GESSNER RD	43RD ST/CLAY RD	RECONSTRUCT HEMPSTEAD ROAD AND ADD ONE TRANSIT LANE IN EACH DIRECTION AT GRADE AND CONSTRUCT 4 ELEVATED MANAGED LANES	3.8	(0,4)	n/a	2040	2045	\$262,135,923	
NEW (18703)	0912-72-600	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	W OF HUFFMEISTER	JONES RD	CONSTRUCT 4 MANAGED LANES (NON-TOLL)	3.4	(0,4)	n/a	2028	2030	\$90,740,742	These are county projects TxDOT wants them in 2030 AY. Existing projects in current RTP are in 2040 AY.
NEW (18704)	0912-72-601	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	JONES RD	GESSNER RD	RECONSTRUCT HEMPSTEAD ROAD AND ADD ONE TRANSIT LANE IN EACH DIRECTION AT GRADE AND CONSTRUCT 4 ELEVATED MANAGED LANES	3.1	(0,4)	n/a	2028	2030	\$270,873,787	
NEW (18705)	0912-72-602	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD	SH 99	W OF HUFFMEISTER RD	CONSTRUCT 4 MANAGED LANES (NONTOLL)	10	(0,4)	n/a	2028	2030	\$259,259,260	
NEW (18706)	0912-72-603	Harris	TXDOT HOUSTON DISTRICT	HEMPSTEAD RD/IH 610	W OF MANGUM/ 18TH ST ON HEMPSTEAD IH 610	S OF OLD KATY RD ON IH 610 MANGUM RD	RECONSTRUCT HEMPSTEAD ROAD AND ADD ONE TRANSIT LANE IN EACH DIRECTION AT GRADE AND CONSTRUCT 4 ELEVATED MANAGED LANES	1.0	(0,4)	n/a	2026	2030	\$52,427,186	This project is needed to connect High Speed Rail station in City of Houston
NEW (18707)	0508-01-379	Harris	TXDOT HOUSTON DISTRICT	IH 10 E	AT SAN JACINTO RIVER		RECONSTRUCT AND WIDEN FROM 6 TO 10 MAIN LANES AND CONSTRUCT 4 NEW NON-TOLLED MANAGED LANES	1.0	(6,14)	(0,0)	2025	2030	\$492,000,000	This is not a conformity project TxDOT want this to stay within 10-Year period
NEW (18708)	0271-07-327	Harris	TXDOT HOUSTON DISTRICT	IH 10 W	IH 610 W	IH 45	RECONSTRUCT 10 MAIN LANES AND TWO 2-LANE FRONTAGE ROADS AND CONSTRUCT 4 NEW NON-TOLL MANAGED LANES	5.0	(10,14)	(4,4)	2030	2040	\$1,800,000,000	TxDOT wants these projects to be in the same fiscal year as inner Katy BRT to construct these projects in conjunction with BRT.
NEW (18709)	0271-07-326	Harris	TXDOT HOUSTON DISTRICT	IH 10 W	STUDEMONT ST	HOUSTON AVE	RECONSTRUCT TO RAISE THE EXISTING 10 MAINLANES OUT OF THE WHITE OAK BAYOU FLOODWAY, FOR RECONSTRUCTING 2 LANE CBD CONNECTORS TO 4 MANAGED LANES	1.2	(10,14)	(4,4)	2026	2030	\$423,200,000	
NEW (18710)	0271-15-096	Harris	TXDOT HOUSTON DISTRICT	IH 610 E	AT SHIP CHANNEL (BUFFALO BAYOU)		RECONSTRUCT AND RAISE SHIP CHANNEL BRIDGE	1.0	(8,8)	n/a	2026	EXEMPT	\$2,400,000,000	This is not a conformity project TxDOT want this to stay within 10-Year period. Ok if we place it in FY 2035 but POHA may want us to place it within the 10-year period.
NEW (18711)	0271-16-158	Harris	TXDOT HOUSTON DISTRICT	IH 610 S	SH 35 (SS 5/Mykawa)	IH 45	RECONSTRUCT FREEWAY INCLUDING TSM IMPROVEMENTS	2.3	(8,8)	(2,2)	2027	EREA	\$223,341,000	This is not a conformity project TxDOT want this to stay within 10-Year period.
NEW (18712)	0271-16-159	Harris	TXDOT HOUSTON DISTRICT	IH 610 S	SH 35 (SS 5/Mykawa)	SH 288	RECONSTRUCT FREEWAY INCLUDING TSM IMPROVEMENTS	3.5	(8,8)	(2,2)	2026	EREA	\$309,399,000	
NEW (18730)	0271-17-162	Harris	TXDOT HOUSTON DISTRICT	IH 610 W	IH 10 W	IH 69 S	CONSTRUCT 4 EXPRESS LANES	3.6	(8,12)	(4,4)	2026	2030	\$558,352,698	TxDOT wants this project within the 10-year period.
NEW (18713)	0598-02-127	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	SH 99 (CR 60)	FM 1462	UPGRADE ROADWAY TO FREEWAY FACILITY BY ADDING OVERPASSES AND UNDERPASSES	2.0	(4,4)	(0,0)	2032	2040	\$40,000,000	TxDOT wants these projects in 2040 analysis year. Brazoria county does not have a problem with them being in 2040 AY.
NEW (18714)	0598-03-061	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	FM 1462	SH 35	WIDEN FROM 4 TO 6 LANES	13.4	(4,6)	(0,0)	2032	2040	\$270,000,000	
NEW (18715)	0598-04-029	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	SH 35	SH 332	WIDEN FROM 4 TO 6 LANES	8.1	(4,6)	(0,0)	2032	2040	\$175,000,000	
NEW (18716)	0598-02-125	Brazoria	TXDOT HOUSTON DISTRICT	SH 288	AT CR 56		WIDEN CR 56 BRIDGE FROM 2 TO 4 LANES	0.5	(2,4)	(0,0)	2026	EXEMPT	\$12,500,000	

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MPOID	CSJ NUMBER	COUNTY NAME	SPONSOR	STREET	FROMLIMIT	TOLIMIT	PROJECT DESCRIPTION	LENGTH	MAIN LANES	FRONTAGE LANES	FISCAL YEAR	ANALYSIS YEAR	ESTIMATED TOTAL COST	COMMENTS
310	0178-09-016	Harris	TXDOT HOUSTON DISTRICT	SH 35	DIXIE DR	N OF ALMEDA-GENOA	CONSTRUCT NEW 6 LANE FREEWAY WITH 2 NEW 2-LANE FRONTAGE ROADS	3.3	(0,6)	(0,4)	2040	2045	\$110,000,000	TxDOT ok with placing them in 2045 analysis year with note saying the alignment is not finalized
309	0178-09-024	Harris	TXDOT HOUSTON DISTRICT	SH 35	N OF ALMEDA-GENOA	BRAZORIA C/L	CONSTRUCT NEW 6 LANE FREEWAY WITH 2 NEW 2-LANE FRONTAGE ROADS	1.7	(0,6)	(0,4)	2040	2045	\$51,000,000	
NEW (18717)	0178-09-023	Harris	TXDOT HOUSTON DISTRICT	SH 35	AT SL 8		CONSTRUCT INTERCHANGE ON A NEW LOCATION	0.2	n/a	n/a	2040	2045	\$200,000,000	
NEW (18718)	0178-10-003	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	HARRIS C/L	BS 35C NORTH	CONSTRUCT 4 LANE FREEWAY ON NEW LOCATION	10.0	(0,4)	(0,0)	2040	2045	\$239,000,000	
NEW (18719)	0912-00-544	Fort Bend/Waller	TBD	36A SOUTH	SH 36	IH 10 W	CONSTRUCT FOUR-LANE DIVIDED ON NEW LOCATION	31	(0,4)	(0,0)	2027	2040	\$1,000,000,000	TxDOT wants these projects in 2040 analysis year with a note saying the alignment is not finalized.
NEW (18720)	0912-00-XXX	Waller	TBD	36A NORTH	IH 10 W	US 290	CONSTRUCT FOUR-LANE DIVIDED ON NEW LOCATION	30	(0,4)	(0,0)	2040	2045	\$1,400,000,000	
NEW (18721)	1685-05-105	Harris	TXDOT HOUSTON DISTRICT	SH 6	AT FM 529		INTERSECTION IMPROVEMENTS	0.25	(6,6)	n/a	2025	EXEMPT	\$9,000,000	TxDOT wants these projects within the 10-year.
NEW (18722)	1685-05-111	Harris	TXDOT HOUSTON DISTRICT	SH 6	CLAY RD	IH 10 W	CORRIDOR FEASIBILITY STUDY	3.5	(6,6)	n/a	2032	EXEMPT	\$800,000	
NEW (18723)	3510-06-019	Harris	TXDOT HOUSTON DISTRICT	SH 99	Holzwarth Rd	Kuykendahl Rd	SEG F-2: WIDEN EXISTING 4 LANE TOLL FACILITY TO 6 LANE TOLL FACILITY TO MITIGATE CONGESTION AND SUPPORT OPERATIONAL EFFICIENCY	4.5	(4,6)	(0,0)	2023	2030	\$50,000,000	TxDOT wants these projects within the 10-year period as these segments of SH 99 are congested now.
NEW (18724)	3510-05-047	Harris	TXDOT HOUSTON DISTRICT	SH 99	West Road	I-10 West	SEG E: WIDEN EXISTING 4 LANE TOLL FACILITY TO 6 LANE TOLL FACILITY TO MITIGATE CONGESTION AND SUPPORT OPERATIONAL EFFICIENCY	8	(4,6)	(0,0)	2025	2030	\$115,000,000	
NEW (18725)	3510-05-048	Harris	TXDOT HOUSTON DISTRICT	SH 99	US 290	West Road	SEG E: WIDEN EXISTING 4 LANE TOLL FACILITY TO 6 LANE TOLL FACILITY TO MITIGATE CONGESTION AND SUPPORT OPERATIONAL EFFICIENCY	6	(4,6)	(0,0)	2026	2030	\$80,000,000	
NEW (18726)	3510-06-027	Harris	TXDOT HOUSTON DISTRICT	SH 99	Kuykendahl Rd	SH 249	SEG F-2: WIDEN EXISTING 4 LANE TOLL FACILITY TO 6 LANE TOLL FACILITY TO MITIGATE CONGESTION AND SUPPORT OPERATIONAL EFFICIENCY	6	(4,6)	(0,0)	2026	2030	\$75,000,000	
NEW (18727)	3256-02-093	Harris	TXDOT HOUSTON DISTRICT	SL 8	E OF HARDY TOLL RD	EAST OF ALDINE-WESTFIELD RD	RECONSTRUCT AND WIDEN FRONTAGE ROADS FROM 4 TO 6 LANES	1.6	(8,8)	(4,6)	2022	2030	\$10,500,000	TxDOT wants this project in 2030 analysis year. We cannot place it in FY 2022 because it is a TIP year. May be amended in to TIP along with 16328 if they provide funding details.
New (18728)	0178-02-081	Brazoria	TXDOT HOUSTON DISTRICT	SH 35	S OF SH 6	FM 518	WIDEN FROM 4 TO 6 LANE DIVIDED	10.8	(4,6)	n/a	2032	2040	\$129,000,000	TxDOT wants this project in 2040 analysis year. This project was identified as a priority in northern Brazoria sub-regional Plan. City of Pearland supports this project to be amended in to RTP.
													<b>\$ 11,423,092,704</b>	

