SOUTHEAST CORRIDOR
Houston, Texas

DRAFT ENVIRONMENTAL IMPACT STATEMENT

Volume 1

prepared by
U.S. Department of Transportation
Federal Transit Administration

and

Metropolitan Transit Authority of Harris County
Houston, Texas

Pursuant to

National Environmental Policy Act of 1969, (42 U.S.C. § 4332);
Federal Transit Laws, (49 U.S.C. Chapter 53); Title 49 U.S.C. § 303 (formerly Department of Transportation Act of 1966, Section 4(f);
Executive Order 11990 (Protection of Wetlands);
Executive Order 11988 (Floodplain Management);
Executive Order 12898 (Environmental Justice); and

For FTA:  
Robert C. Patrick  
Regional Administrator  
Federal Transit Administration  

Date: 7/12/06

For METRO:  
Frank J. Wilson  
President & Chief Executive Officer  
METRO  

Date: 7/10/06
SOUTHEAST CORRIDOR
HOUSTON, TEXAS
DRAFT ENVIRONMENTAL IMPACT STATEMENT

Responsible Agencies
Lead Agencies: Federal Transit Administration (FTA), U.S. Department of Transportation, and Metropolitan Transit Authority of Harris County (METRO).

Abstract
This Draft Environmental Impact Statement (DEIS) describes and summarizes the potential transportation impacts, environmental impacts, and costs of the transit and supporting facilities being considered for the Southeast Corridor in Houston, Texas. METRO intends to seek a federal transit grant to assist in the funding of this project.

Alternatives considered in this document are a No Build Alternative and three build alternatives. The No Build Alternative consists of existing transportation facilities and services plus those improvements included in the Houston-Galveston Area Council (H-GAC) 2025 Regional Transportation Plan (2005) and the METRO transit services programmed through 2007. The build alternatives include Light Rail Transit (LRT), Bus Rapid Transit (BRT) Convertible, and BRT. BRT and LRT are part of a broader family of high capacity transit technologies referred to as Guided Rapid Transit or GRT. BRT Convertible is presented as an interim solution with ultimate conversion to LRT when warranted by ridership and development. In discussions with the local community, the terms BRT and GRT are often used interchangeably. The build alternatives provide for implementation of new fixed-guideway transit services in the corridor. The services would be provided along a line extending from downtown Houston to east of Martin Luther King Boulevard, serving downtown Houston, the universities area (i.e., Texas Southern University (TSU) and University of Houston (UH), and the Southeast Transit Center. The build alternatives include two alignment options.

This DEIS defines the alternatives, identifies their associated operating and capital costs, and describes their potential transportation and environmental impacts. The information contained in the DEIS will be used by METRO and FTA to make a decision on whether to implement the project and to select from among the build alternatives and alignment options a preferred alternative for implementation.

Comments on the DEIS
There is a minimum 45-day public review period for this DEIS that starts July 28, 2006 and concludes on September 11, 2006. One public hearing will be held at the following location:

Tuesday, August 29, 2006
Open House 5:30 p.m. - 6:30 p.m.
Public Hearing begins at 6:30 p.m.
Third Ward Multi-Service Center
3611 Ennis Street
Houston, TX 77004

Those persons unable to attend the public hearings may submit written comments to Mr. Larry Badon, Project Manager, Metropolitan Transit Authority of Harris County, Capital Planning, 1900 Main Street, Houston, Texas 77002-5600. Comments must be received no later than September 11, 2006 for inclusion in the Final Environmental Impact Statement.

Comments may be submitted at the Public Hearings in written or oral form. Additional written comments and/or questions about the Public Hearings should be directed to:

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