

---

## SOUTHEAST CORRIDOR HOUSTON, TEXAS FINAL 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 Final Environmental Impact Statement (FEIS) 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 the Locally Preferred Alternative (LPA). 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 LPA provides for implementation of Bus Rapid Transit (BRT) Convertible, a high capacity transit technology (also referred to in discussions with the local community as Guided Rapid Transit, or GRT) that would ultimately be converted to light rail transit (LRT) when warranted by ridership and development. The new BRT services would be provided along a line extending from downtown Houston southeast to a terminus on Griggs Road at Beekman Road east of Martin Luther King Boulevard, serving downtown Houston and the universities area (i.e., Texas Southern University (TSU) and University of Houston (UH)). This FEIS defines the alternatives considered, identifies their associated operating and capital costs, and describes their potential transportation and environmental impacts.

A Draft Environmental Impact Statement (DEIS) was circulated for public review and comment and a public hearing was held on August 19, 2006. Substantive comments received during the 45-day public comment period are summarized and responded to in Chapter 6 of this FEIS. Based on input received during the public comment period and analysis of potential community and environmental impacts, the METRO Board adopted the BRT Convertible Alternative with the Wheeler-MLK alignment option as the LPA on September 21, 2006.

### For information concerning this document contact:

#### FTA Regional Contact

John Sweek  
Federal Transit Administration, Region VI  
819 Taylor Street, Room 8A36  
Fort Worth, Texas 76102-6114  
Phone: (817) 978-0550  
email: john.sweek@fta.dot.gov

#### Local Agency Contact

Larry Badon, Project Manager  
Metropolitan Transit Authority of Harris County  
Capital Planning  
1900 Main Street  
Houston, Texas 77002-5600  
Phone: (713) 739-6049  
email: metrosolutions@ridemetro.org

