



36A Project Update

Update to Fort Bend Economic Development Council

June 22, 2023

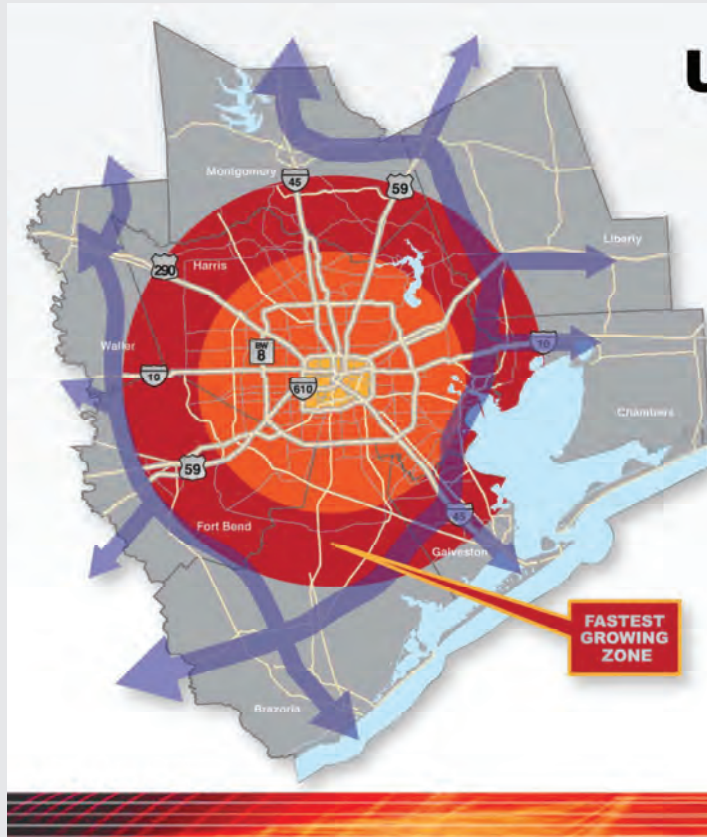




More than 79,000 dead on Texas roads. It's time to care.

This Nov. 7th, Texas marks 22 years of daily deaths on our roadways with more than 79,000 innocent lives lost to preventable fatal crashes. For the past several years, about 10 people have died every day in crashes across the state.



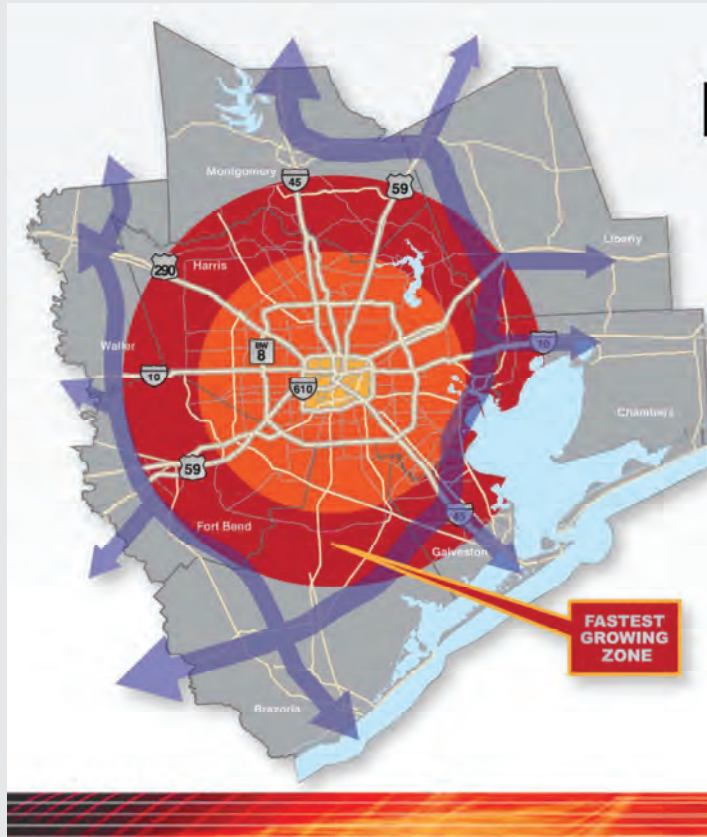


Urban Core Relief/Port Connector Route

- 2012 Regional Goods Movement Plan
- I-69 Corridor Plan
- Texas Freight Mobility Plan
- 2040 R.T.P.

FASTEST GROWING ZONE

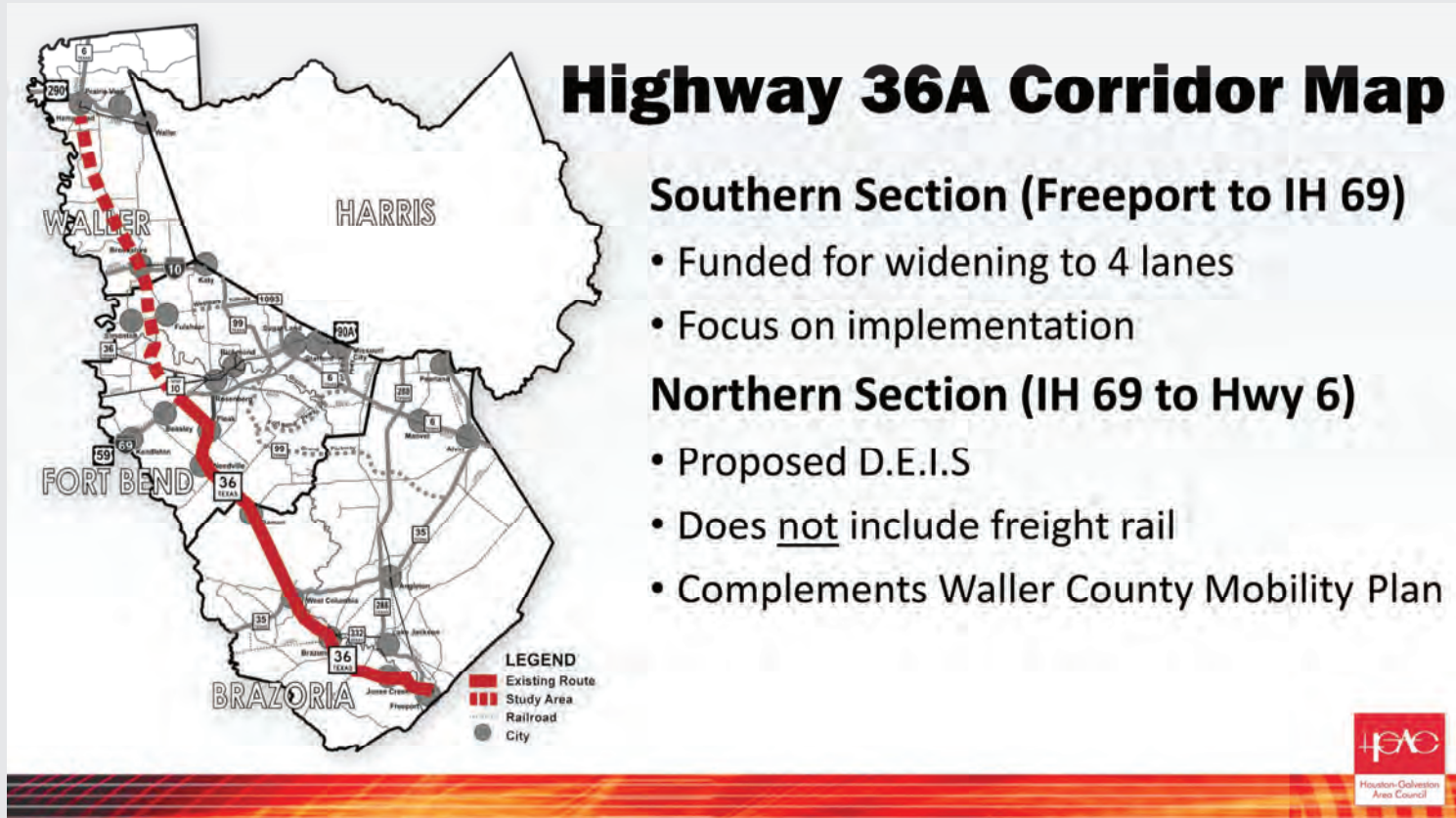




Needs Identified

- Freight Impact on Congestion
- Congestion Impact on Freight Cost and Reliability
- Growth in Outer “Ring”
- Evacuation Impacts on Core Area



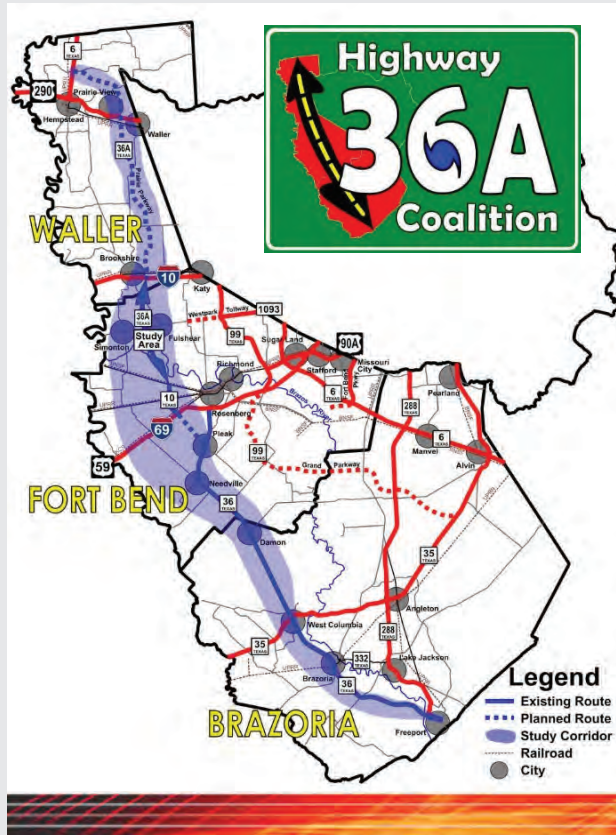




Project Supporters

- Houston-Galveston Area Council
- Brazoria County
- Fort Bend County
- Waller County
- Various Cities
- The 36A Coalition

36A Project – The 36A Coalition



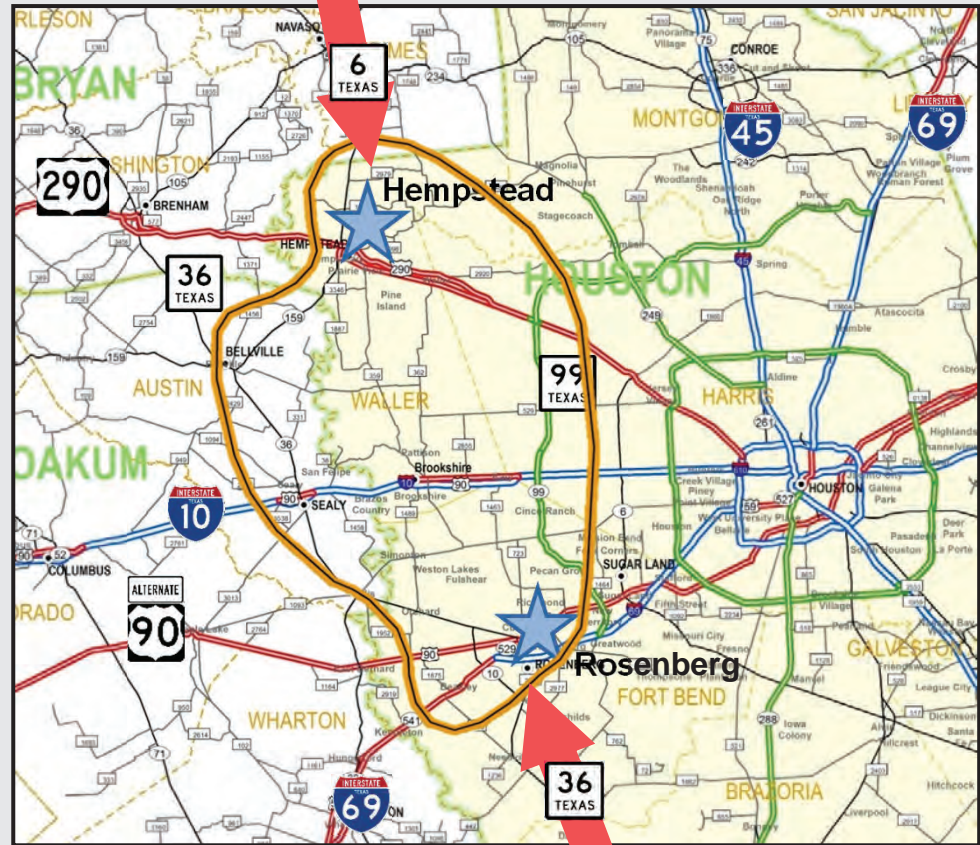
Highway “36A” Corridor Identified Needs

- Reduce Evacuation “Clearance” Time
- Reduce Impact on “Core” Congestion
- Reduce Freight Cost and Increase Reliability
- Support Economic Development
- Enhance Cultural, Natural Resources

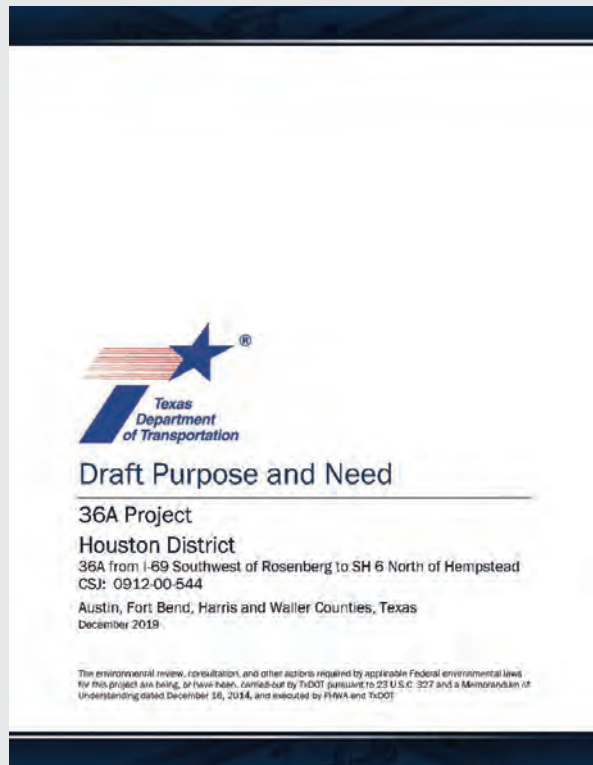


36A Project – Original Project

- Roadway Type – Limited Access Facility
- Limits: US 59 southwest of Rosenberg to SH 6 north of Hempstead
- Engineering and Environmental study
- Define the Purpose and Need
- Develop alternative alignments
- Use existing or new location routes
- Incorporate ongoing Public Involvement
- Consider Environmental Constraints
- Identify a Preferred Alignment
- Includes Austin, Fort Bend Harris and Waller Counties
- Includes TxDOT Yoakum District



36A Project – Purpose and Need



The proposed project is needed due to:

- Anticipated mobility/congestion issues based on projected growth within the Initial Study Area and the 36A Travelshed
- The lack of adequate facilities for north/south freight movement within the Initial Study Area
- The lack of north/south **system linkage/connectivity** within the Initial Study Area
- **Safety concerns**, including crash rates and the lack of adequate northbound hurricane evacuation routes within the 36A Travelshed, which includes the Initial Study Area



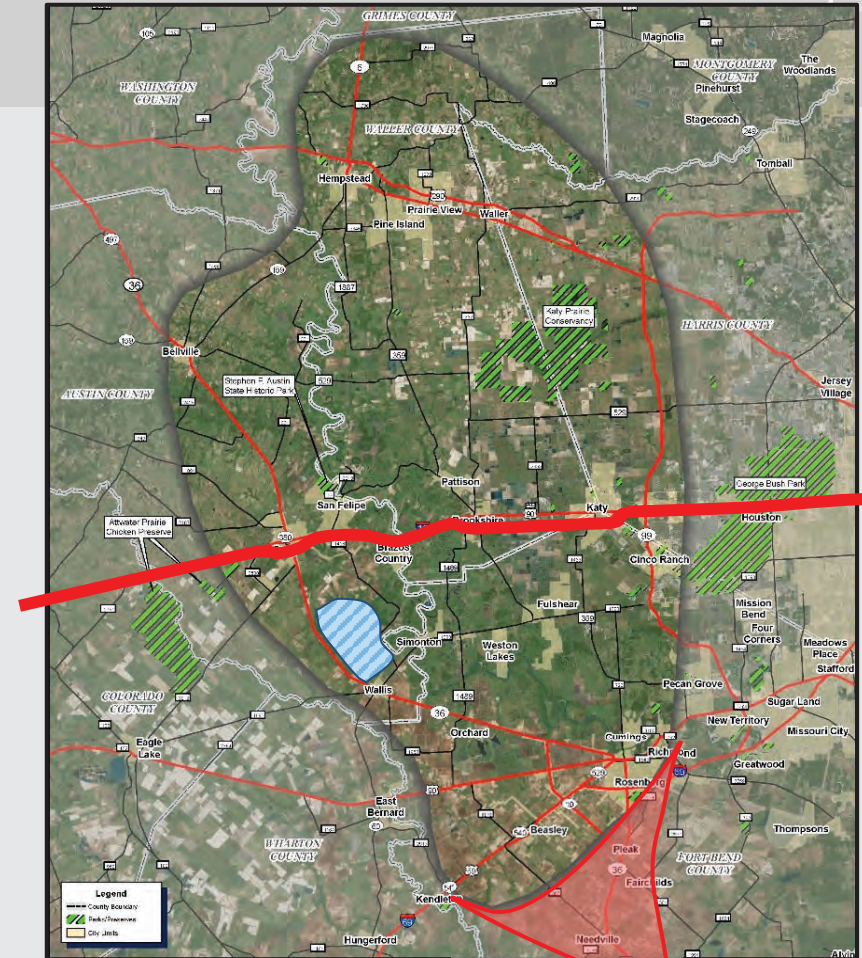
36A Project – Approved Changes

Amend/Expand the Project Limits and Study Area

- Per Stakeholder Involvement, include the area south of US 59/I-69 past Needville along SH 36

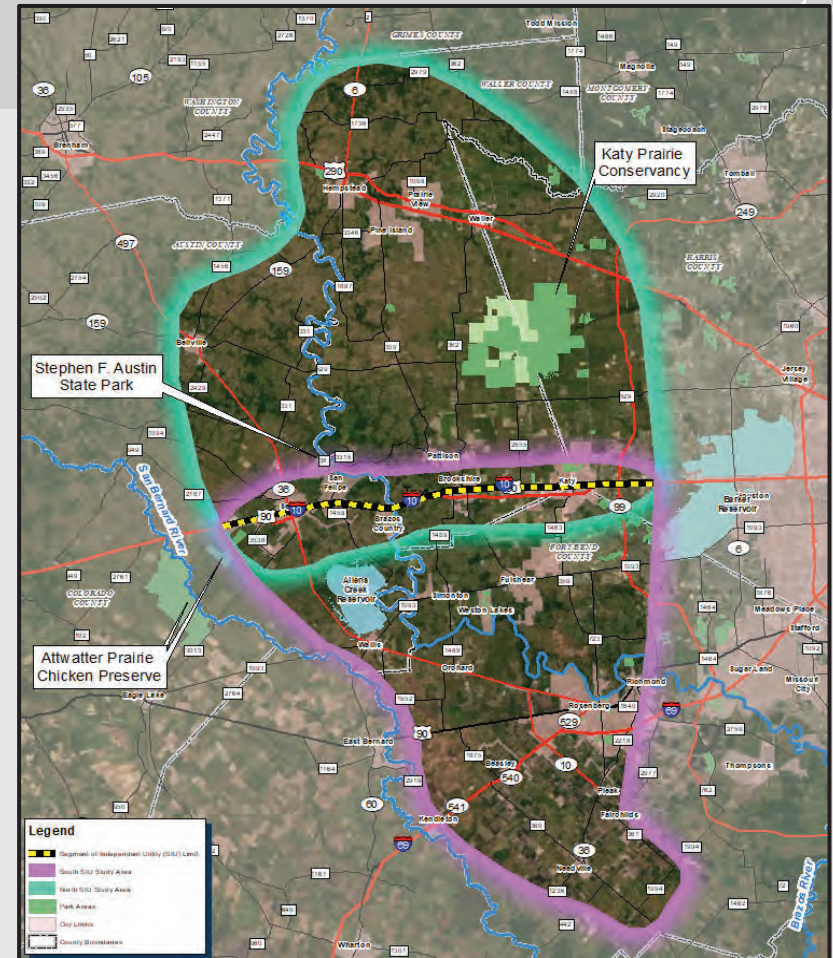
Split the Project into two separate Segments of Independent Utility

- Southern Project: SH 36 South of Needville to the I-10/US 90 Corridor
- Northern Project: I-10/US 90 Corridor to US 290/SH 6 north of Hempstead
- Independent utility established from initial data gathering
- Dual path for SIU's running concurrently



36A Project

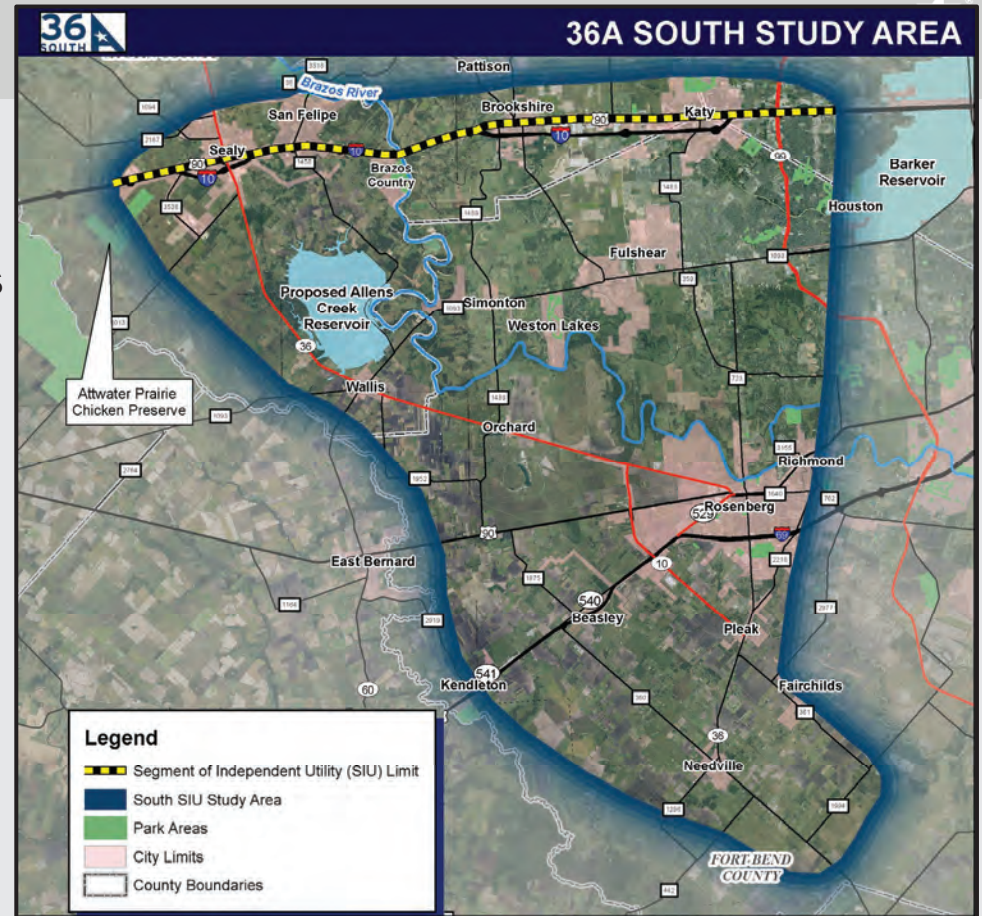
- Two Segments of Independent Utility (SIU)
 - 36A South: SH 36 to I-10/US 90 corridor
 - 36A North: I-10/US 90 corridor to US 290/SH 6
- Constraints
 - Brazos River floodplain
 - Cypress Creek drainage area
 - Proposed BRA Allens Creek Reservoir
 - Katy Prairie & CPC lands (formerly KPC)
 - Park and school properties
 - Historic sites and properties
 - EJ communities and Equity issues
 - Rapid Residential and Commercial development



36A Project – South SIU

Specific challenges for the South SIU are,

- Possible Brazos River Crossing
- Impacts to existing or planned developments
- Connections to SH 36, IH-69 and IH-10
- Existing corridors that could be utilized include SH 36, FM 1489, FM 359 or SH 99





#EndTheStreakTX

End the streak of daily deaths on Texas Roadways.

Thank you!

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