### Quality of Life

The Broadway Second Main Track Project will increase transportation options for firms doing business at the Port of Houston and reduce total transportation costs for users of the region’s highways. By reducing railroad congestion and increasing capacity, the project should allow firms to ship more freight via railroad, thereby reducing congestion on area roadways. A reduction in congestion on area roadways will lower the total cost of transportation for drivers by decreasing fuel consumption and travel times. These effects should have a positive impact on the quality of life of residents living near the POH.

The Broadway Second Main Track Project also satisfies several of the “Livability Principles” developed by the U.S. DOT in conjunction with the U.S. Department of Housing and Urban Development and the Environmental Protection Agency. While the “Livability Principles” are more applicable to highway and transit projects primarily impacting passenger travel, the Broadway Second Main Track Project does touch on some of these principles. Table 4 displays how the project addresses each livability principle.

Table : The Broadway Second Main Track Project and U.S. DOT Livability Principles

| **Livability Principle** | **Applicability of Project** |
| --- | --- |
| 1 | Provide more transportation choices | * Project will decrease transportation costs and effectively give firms doing business at the Port more shipping options by increasing railroad capacity
 |
| 2 | Promote equitable, affordable living | * Project will increase railroad capacity and consequently eliminate some truck trips, thereby reducing congestion on area roadways and lowering the total cost of transportation for local drivers, which should promote affordable living
 |
| 3 | Enhance economic competitiveness | * Project will increase railway capacity and allow more freight to be shipped into and out of the Port via rail, paving the way for marine terminals and industrial facilities to expand their business
 |
| 4 | Support existing communities | * Project will create direct and indirect jobs that will help support area communities and businesses
* Project will increase economic competitiveness and therefore support the growth of the Port and the greater Houston area, which will help local communities from an economic perspective
 |
| 5 | Coordinate policies and leverage investment | * Project will allow the PHA the opportunity to coordinate with federal agencies including U.S. Department of Homeland Security, U.S. Department of Transportation, U.S. Environmental Protection Agency, U.S. Army Corps of Engineers, Texas Department of Transportation, Texas Commission on Environmental Quality, Harris County, and local governments to ensure the timely and safe movement of goods
* Project will allow PHA to leverage this experience to further collaborate with others and reinvest in the community, particularly colleges and students who benefit from our contribution to maritime curriculum
 |
| 6 | Value communities and neighborhoods | * Not applicable
 |

### Environmental Sustainability

The project will enhance environmental sustainability by increasing the efficiency of rail and truck transportation near the Port, reducing diesel fuel consumption by both rail and truck transportation providers, and reducing greenhouse gas and other emissions in the area.

Adding a second track will reduce congestion and delay for the railroads, allowing them to run trains in a more energy efficient manner. Moreover, additional capacity should shift some freight transportation from truck to rail and prevent future diversions from rail to truck. Rail is a more efficient form of transportation that reduces emissions by 30 to 80 percent when compared to trucks.

Furthermore, additional railroad capacity enabled by the second track will reduce congestion and delay on area roads for providers of truck transportation. This will allow trucks carrying freight – as well as other motorists – to operate their vehicles at a more consistent speed, one that promotes the efficient consumption of diesel fuel and gasoline. Reductions in fuel consumption by area vehicles will reduce the amount of harmful greenhouse gas emissions in the air and improve local air quality.

### Disciplinary Integration

The Broadway Second Main Track project will be delivered by a collaborative partnership between the PHA and the PTRA. Over the last 15 years, diligent efforts by the PHA and others have added over 18 miles of second main track along the HSC. These projects were completed after robust planning processes and improved energy efficiency and the environment. The Broadway Second Main Track Project aims to alleviate the final portion of congestion along the south side of the HSC. The new track will provide for effective and efficient rail transportation, reduce locomotive fleet fuel consumption, reduce train delays, and ultimately reduce emissions and improve local air quality.

### National Environmental Policy Act

PHA is dedicated to ensuring that business and the environment co-exist successfully. In 2002, PHA became the first U.S. port authority to attain and subsequently be recertified to the international standard for environmental management systems, known as ISO 14001. PHA’s Environmental Management System is the cornerstone of our business decisions in the protection and preservation of the natural environment. The system is continually expanding to integrate additional port operations.

This project is part of the ongoing efforts over the last 15 years to convert all single track on the south side of the HSC to double track for effective transportation. Designs for the project have been prepared and a Categorical Exclusion (CE) was filed with the Federal Railroad Administration (FRA) to progress this project. The project does not individually or cumulatively have a significant effect on the human environment; the project will not require an environmental assessment or an environmental impact statement. The CE is expected to be approved allowing PHA to obligate funds.