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Eliza Paul
District Engineer
Texas Department of Transportation/Houston District
7600 Washington Avenue
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Dear Ms. Paul:

On behalf of Houston Methodist Clear Lake Hospital, I want to express our firm support for the TXDOT 225 Redevelopment plan. The necessity to increase freight capacity and connectivity to the corridor is paramount to our region's growth.

- Freight movement in the region continues to grow as petrochemical industry production expands and imports (driven by market forces) rise year over year. This has been clearly demonstrated by the 100% increase in containers through Port Houston from 2016 to 2022 (2 million TEU's to nearly 4 million TEU's).

Houston Ship Channel-related businesses generate more than \$439 billion in statewide economic value according to an economic impact study by Martin Associates in 2022.

- If freight capacity on our roadways is not expanded and regional growth is stifled due to congestion, we put at risk an additional \$200 billion in new economic value by 2032 (based on projections from the Martin Associates studies).

After reviewing TXDOT's seven proposed alternatives for redevelopment, we strongly support Alternative #5, which "*Adds Elevated Managed Lanes*", creates the capacity to meet growth, and successfully addresses Safety, Multimodal, Evacuation and Infrastructure needs.

Thank you for your consideration,

A handwritten signature in black ink, appearing to be "Carl Little".

Carl Little
Chief Executive Officer
Houston Methodist Clear Lake Hospital



SH 225 and I-610 East PEL Study Primary Conceptual Alternatives

What is a Conceptual Alternative?

- High-level idea to determine future improvements

What are the needs?



Enhanced
Safety



Multimodal
Movement of
People



Efficient
Movement of
Freight and
Maritime
Cargo



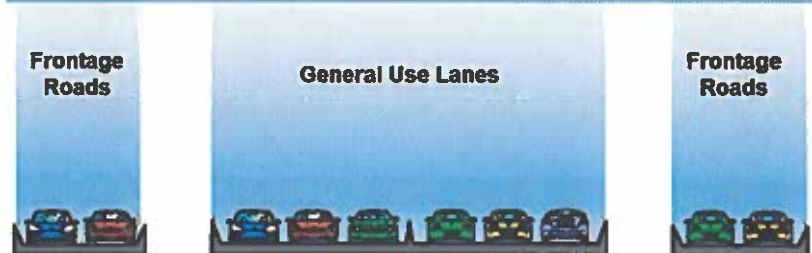
Enhanced
Emergency
Evacuation



Upgrade
Aging
Infrastructure

No-Build

0



Reconstruct to Current Standards

1



* At a minimum alternatives 1-7 would reconstruct to current standards

Add General Use Lanes

2



Add Elevated Freight Truck Lanes

3



*Elevated truck lanes could be in the center or between the frontage road and general use lanes.



Supplemental Alternatives

Improve Existing Alternative Routes

New Alternative Routes

New Road Extension

Movement of Cargo Through Ship Channel

Bike & Pedestrian

Transit

Connect Discontinuous Frontage Roads

Improve Frontage Roads

Improve Intersections

Improve Ramp Configurations

Improve Interchanges

Incorporate Technology

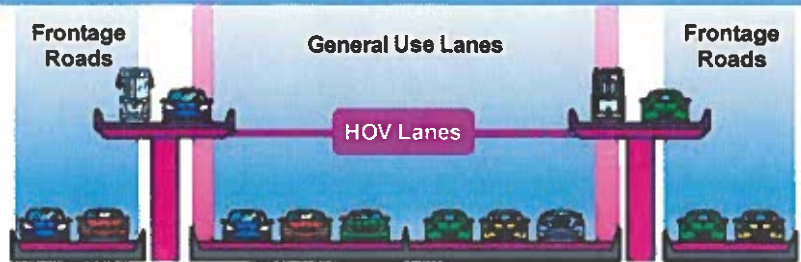


Public Meeting #2

October 2023

4

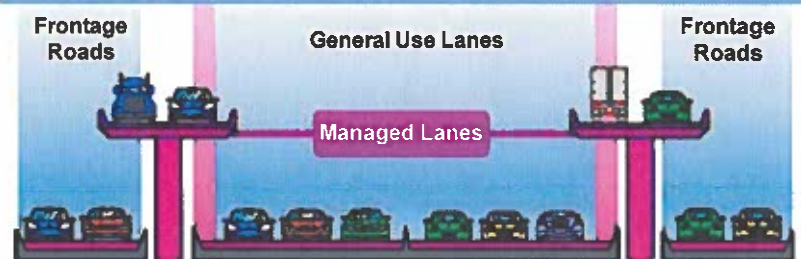
Add Elevated HOV Lanes



*Elevated HOV lanes could be in the center or between the frontage road and general use lanes.

5

Add Elevated Managed Lanes



*Elevated managed lanes could be in the center or between the frontage road and general use lanes.

6

Convert General Use Lane to Truck Lane



*Trucks lanes could replace one of the inside or outside general use lanes

7

Convert General Purpose Lane to Managed Lane



*Managed lanes could replace one of the inside or outside general use lanes

Alternatives	0	1	2	3	4	5	6	7
Safety	X	✓	✓	✓	✓	✓	✓	✓
Multimodal	X	X	X	X	✓	✓	X	✓
Freight/Cargo	X	X	X	✓	X	✓	✓	X
Evacuation	X	✓	✓	✓	✓	✓	X	X
Infrastructure	X	✓	✓	✓	✓	✓	✓	✓