



U.S. Department
of Transportation
**Federal Transit
Administration**

REGION VI
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Texas

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July 26, 2010

Mr. George Greanias
Interim President & Chief Executive Officer
Metropolitan Transit Authority
of Harris County
P.O. Box 61429
Houston, Texas 77208-1429

Subject: University Corridor Light Rail Transit Project – Record of Decision

Dear Mr. Greanias:

The Federal Transit Administration (FTA) has completed its review of the Final Environmental Impact Statement (FEIS) and the review comments received on the FEIS for the Metropolitan Transit Authority of Harris County's (METRO) University Corridor Light Rail Transit (LRT) Project. Based on our review, FTA has issued the enclosed Record of Decision (ROD).

The project must be carried out in accordance with the mitigations discussed in the FEIS, the Section 106 Memorandum of Agreement (MOA) and Amended MOA on historic and cultural resources, and all conditions specified in the enclosed ROD. If Houston METRO contemplates changes to the project, you must notify FTA immediately and refrain from taking any action that would impact the decision on whether or how to resolve the change until FTA can determine if any additional environmental analysis is necessary.

Specifically, if METRO wishes to seek approval of an alternative that was fully evaluated in the FEIS other than the Preferred Alternative, or make a change to the mitigation measures in the FEIS or ROD, then you must notify FTA in writing of the desire to make a change. In addition, any change to the Project that may involve new or changed environmental or community impacts not considered in the FEIS must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771.130). METRO must immediately notify FTA of any proposed change to the Project that differs in any way from what the FEIS states.


In the event that this occurs, METRO would need to send a memorandum requesting FTA's review and guidance on how to proceed with a change. The FTA would then determine the appropriate level of environmental review for this or any other proposed change (i.e., a written re-evaluation of the FEIS, an environmental assessment of the change, or a supplemental environmental impact statement), and the NEPA process for this supplemental environmental review would conclude with a separate NEPA determination, or, if necessary, with an amendment to this ROD. FTA will notify METRO within 30 days of receiving a request on how to proceed with any proposed change.

Upon FTA's approval of the Real Estate Acquisition Management Plan, METRO is authorized to acquire any real property identified in the FEIS as needed for the Build Alternative, without prejudice to FTA's future financial assistance for the acquisition and for the relocation of persons and businesses thereon. This pre-award authorization is not a real or implied commitment by FTA to provide any funding for the University Corridor LRT Project or any element therein. To maintain the Project's eligibility for FTA assistance, all real property acquisitions, and the relocation of persons and businesses thereon, must be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act and its implementing regulation (49 CFR part 24), and any other applicable Federal law or regulation.

Previously, a Letter of No Prejudice was required for grantees to purchase vehicles. In September 2009, however, FTA changed this practice by extending pre-award authority for the procurement of vehicles upon completion of the NEPA process for New Starts and Small Starts projects. However, in light of FTA's ongoing investigation into METRO's compliance with the Buy America requirements with respect to its contracts for Light Rail Vehicles (LRVs), I hereby instruct you not to take any further action toward procuring LRVs during the pendency of the investigation. FTA will provide further instructions when it concludes the investigation.

If you have any questions on the ROD document or this cover letter, please contact Laura Wallace, at (817) 978-0561.

Sincerely,

A handwritten signature in black ink, appearing to read "Robert Patrick", written over the word "Sincerely,".

Robert Patrick
Regional Administrator

cc: Kim Slaughter, METRO
Clint Harbert, METRO
Ujari Mohite, METRO
John Sedlak, METRO
Richard White, METRO

Record of Decision University Corridor Fixed Guideway Transit Project in Houston, Texas

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act (NEPA) of 1969 have been satisfied for the University Corridor Fixed Guideway Transit Project proposed by the Metropolitan Transit Authority of Harris County, Texas (METRO). This FTA decision applies to the Locally Preferred Alternative (LPA), which is described and evaluated in the *University Corridor Fixed Guideway Final Environmental Impact Statement (FEIS)*, signed on January 8, 2010. The LPA is 11.36 miles long with Light Rail Transit (LRT) technology. The LPA alignment begins at the Hillcroft Transit Center and proceeds east on the METRO-owned Westpark railroad right-of-way. The alignment continues along the Westpark right-of-way to just east of Wesleyan Street where it turns north to cross US 59 at Cummins Street. The alignment continues along Cummins Street and turns east onto Richmond Avenue/Wheeler Street until just east of State Highway (SH) 288. The alignment then turns north on Hutchins Street, east on Cleburne Street and then north on Dowling Street. The alignment then turns east at Alabama Street and proceeds east to the University of Houston (UH)-Main Campus and Scott Street. The alignment turns north at Scott Street and proceeds north along Scott Street to Elgin Street. The alignment turns east at Elgin Street and proceeds to the Eastwood Transit Center. The LPA includes 19 stations. Three stations will include parking and parking at four other stations may be provided by others as development around the station occurs. The LPA also includes 12 traction power substations (TPSSs) and catenary wires and poles. This LPA is included in the *2035 Regional Transportation Plan (RTP)* and regional air quality conformity analysis.

Neither the FEIS nor this Record of Decision (ROD) constitutes an FTA commitment to provide financial assistance for construction of the project. In this instance, METRO is seeking funding under FTA's Major Capital Investments ("New Starts") program. FTA will decide whether to commit New Starts funds to the project in accordance with applicable Federal law including, but not limited to, the New Starts evaluation procedures codified at 49 United States Code (U.S.C.) Section 5309. Currently, the project is rated "medium" under the New Starts criteria, based, in part, on the capital cost estimates set forth in the FEIS. The project cost and rating are subject to further review by FTA before FTA would consider approving entry into Final Design or a Full Funding Grant Agreement.

Background

METRO initiated an Alternatives Analysis, as defined in 49 U.S.C. 5309(a), for the University Corridor in June 2006. The purpose of the Alternatives Analysis was to formally study a variety of alternatives that could address the mobility challenges identified within the University Corridor.

The Alternatives Analysis (conducted from June 2006 to December 2006) included public and agency involvement and was designed to identify a broad range of alternative actions and investments, develop criteria to evaluate the alternative transportation investments, analyze alternatives, and develop and select the alternatives to be studied further in the Draft Environmental Impact Statement (DEIS). The alternatives considered were extensive and included LRT and Bus Rapid Transit (BRT)-Convertible technologies. The evaluation criteria were established with public and agency input and included: economic development potential, community support, capital cost, regional perspective, environmental impacts, community impacts, mobility impacts, and ease of implementation. A Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) was published in the *Federal Register* on May 22, 2006.

A number of modes and alignment options within several segments of the University Corridor alignment were studied as part of the July 2007 DEIS. Based on the findings of the DEIS and public comment, on October 18, 2007, the METRO Board of Directors selected the LRT technology. The METRO Board of Directors also selected an alignment consisting of the Richmond/Westpark (Cummins) alignment on the west (Segments I and II) paired with a combination of Wheeler (Ennis/Alabama/UH) and Wheeler (Ennis/Elgin/Eastwood Transit Center) in Segment III. The METRO Board held numerous system plan meetings with staff, local constituencies and stakeholders, other agencies, and the public before arriving at their decision that the LPA was the most suitable choice for the University Corridor because the alternative resulted in the highest ridership and provided good service to the Hillcroft Transit Center, Houston Community College (HCC)-Southwest Campus, Greenway Plaza, the University of St. Thomas, Texas Southern University (TSU), Yates High School, Cuney Homes, the UH-Main Campus, and Eastwood Transit Center.

In July 2008, in response to community concerns expressed during METRO's continuous public outreach, the alignment in Segment III was revised from Wheeler (Ennis/Alabama/UH) to Wheeler (Hutchins/Cleburne/Dowling/Alabama/UH). The METRO Board of Directors modified the LPA alignment in Segment III, while retaining LRT as the chosen technology for the University Corridor. A FEIS was prepared to document this decision and to respond to comments received during the comment period for the DEIS.

High capacity transportation improvements in the University Corridor have been included in both the Houston-Galveston Area Council (H-GAC) *2035 RTP* and the METRO plan known as METRO Solutions as a priority transportation investment. The project is also listed in the *2008-2011 Transportation Improvement Program (TIP)*.

Alternatives Considered

The July 2007 DEIS and the January 2010 FEIS evaluated and compared the effects of the following alternatives.

No Build Alternative: The *2035 RTP* and the *2008-2011 TIP* serve as the basis for defining the elements of the No Build Alternative. The No Build Alternative in the July 2007 DEIS included all transportation facilities and services programmed to be implemented by 2030. Subsequently, the No Build Alternative in the January 2010 FEIS was updated to reflect the 2035 RTP adopted in October 2007. This alternative included highway and roadway improvements, as well as transit services and facilities. The No Build Alternative proposes that no major transit or transportation improvements would be made in the University Corridor beyond what has been committed to in the adopted RTP.

Build Alternatives: The Build Alternatives studied included LRT and BRT-Convertible technologies. For these two technologies, a number of alignment options were studied within several segments of the University Corridor. The alignment and station locations for the BRT-Convertible Build Alternatives were identical to the LRT Build Alternatives. The LPA is 11.36 miles long and will extend from the Hillcroft Transit Center on the west to the Eastwood Transit Center on the east. The LPA will be at-grade for the majority of the alignment with elevated sections at two locations – the crossing of the Union Pacific Railroad and US 59 main lanes and frontage roads. As stated previously, after selecting the LRT technology and alignment in October 2007, the METRO Board of Directors subsequently revised the LPA alignment in Segment III in July 2008 in response to community concerns; no alignment changes were made in Segments I and II. The alignment in Segment III was revised from Wheeler (Ennis/Alabama/UH) to Wheeler (Hutchins/Cleburne/Dowling/Alabama/UH).

The LPA alignment consists of:

- Segment I – Richmond/Westpark (Cummins) – the LPA begins at the Hillcroft Transit Center and proceeds east on the METRO-owned Westpark railroad right-of-way. The alignment continues east on ballasted track along the Westpark right-of-way to approximately 1,200 feet west of the UPRR tracks where the alignment rises onto aerial structure to cross over the freight railroad. The alignment returns to ground-level on ballasted track approximately 1,200 feet east of the UPRR tracks and continues until Wesleyan Street.
- Segment II – Richmond / Westpark (Cummins) – the LPA continues from Wesleyan Street and rises onto an aerial structure to turn north onto Cummins Street to cross US 59 (mainlanes and east- and west-bound frontage roads). The alignment on structure continues until south of Norfolk Street. The alignment continues at-grade and turns east into the center of Richmond Avenue until just east of Spur 527. The LRT alignment then transitions from the center of the roadway to the south side of Richmond Avenue/Wheeler Street until Fannin Street, just east of the Wheeler Station.
- Segment III – From Fannin Street, the LPA transitions from the south side of Wheeler Street into the center of the roadway. The alignment proceeds under US 59 and SH 288. The alignment turns north on Hutchins Street (east side of the street), east on Cleburne Street (south side of street), and then north on Dowling Street (in the center of the street). The alignment then turns east at Alabama Street and proceeds east in the middle of the street to the UH-Main Campus and Scott Street. The alignment turns south on UH property at Scott Street and proceeds to the Scott Station (adjacent to the Southeast Corridor Cleburne Station). The alignment then continues north on UH property on the east side of Scott Street to Elgin Street. The alignment turns east at Elgin Street and proceeds at grade in the middle of the street, passing under SH 5 and IH 45, to the Eastwood Transit Center on the north side of South Lockwood Street and.

Basis for the Decision

FTA's decision is based on information contained in the July 2007 DEIS and January 2010 FEIS. This decision is further supported by the Alternatives Analysis that was conducted from June 2006 to December 2006, which provides the detailed statement on environmental impacts required by NEPA and Federal transit law [49 U.S.C. 5324(b)]. FTA considered and determined a supplemental DEIS was not necessary for the Segment III re-alignment, because the impacts were not significantly different from the impacts in the DEIS. FTA determined that using the form and process of a FEIS would provide greater public awareness of the change in the LRT Segment III alignment, as presented in the July 2007 DEIS and greater opportunity to comment on the project. The FEIS covered the impacts from the Segment III realignment.

The selected LPA meets the purpose and need of the University Corridor project and meets the requirements of METRO Solutions and the 2035 RTP. The LPA selected would result in the highest ridership and introduce a new, premium transit service in the University Corridor. The most substantial beneficial effects from building the improvements in the University Corridor would be improved accessibility and travel times to regional activity centers such as Greenway Plaza, Downtown Houston, and the Texas Medical Center. Because the LPA will be a permanent investment, this new transit service has the potential to positively influence economic development in the University Corridor consistent with community plans.

The adverse social, economic, and environmental impacts of the project are commensurate with its transportation benefits. Where these impacts cannot be avoided, they will be minimized as discussed in the FEIS and summarized in Appendix A.

Public Opportunity to Comment

An NOI to prepare an EIS for the University Corridor Fixed Guideway Project was published in the *Federal Register*, Volume 71, Number 98, on May 22, 2006. The NOI also announced the scoping meetings. Newspaper advertisements announcing the locations and times of the scoping meetings appeared in *The Houston Chronicle*. Extensive outreach was conducted to inform the public of the scoping events. Notification was conducted through newspaper advertisements, METRO's website and over 16,000 invitations were sent to residents, businesses, chambers of commerce, and churches within the corridor, informing them of the meetings.

General public scoping meetings were held on June 27 and 29, 2006. Additionally, a separate scoping meeting with regulatory agencies was held on June 28, 2006. More than 90 meetings, briefings, and workshops with the public and interested stakeholders and corridor organizations were conducted throughout the Alternatives Analysis and preparation of the EIS. These included two rounds of public meetings during the Alternatives Analysis and five public meetings during the DEIS preparation period, all of which were publicized through announcements in local newspapers and notices sent directly to residents and interested parties.

There has been an extensive public outreach process for the University Corridor. Public information activities through public meetings, presentations, and other meetings have been undertaken to inform residents and provide the opportunity for participation in defining the project's purpose and need, project evaluation, project planning, alternatives development, station locations, and environmental issues. The process has informed the affected residents of the relative impacts from the various options (alignment routes, vertical and horizontal alignments, station locations, etc.). Public presentations have been given to community groups, civic organizations, municipal officials, and regional, state, and Federal agencies. Community outreach included 68 formal stakeholder meetings, seven public meetings, two public hearings, and over 14 small group and one-on-one meetings.

METRO provided Spanish and Chinese speaking staff at all meetings and had Spanish speaking interpreters to accommodate limited English proficiency (LEP) populations. Spanish-speaking staff has been available at all public meetings for Spanish-speaking populations. The August 2007 and November 2008 public hearings offered simultaneous Spanish translation along with a handout of the project exhibits in Spanish. Newspaper advertisements for public meetings and project newsletters have been published in both English and Spanish.

Pursuant to Executive Order 13166 and the U.S. Department of Transportation Policy Guidance Concerning Recipients' Responsibilities to LEP Persons (December 14, 2005), FTA has issued guidance to assist its grant recipients in complying with the requirements of Title VI as they relate to populations of LEP. FTA grant recipients must take "responsible steps to ensure meaningful access to the benefits, services, information, and other important portions of their programs and activities for individuals who are LEP," according to FTA Circular 4702.1A, Title VI and Title VI-dependent guidelines for FTA Recipients (May 13, 2007). FTA and METRO will continue to work together to ensure that this requirement is met for future public outreach on this project.

METRO will continue to improve on its public involvement strategies during final design and construction in the areas of construction impacts and acquisition of properties. METRO will use, at their discretion, strategies to engage populations of LEP including using return receipt letters, signage on buses and shelters, notices to community-based organizations serving populations of LEP within the project area, METRO website, and oral translators.

The DEIS Notice of Availability (NOA) was published by EPA in the *Federal Register* on August 3, 2007. The notice was also published in *The Houston Chronicle* and local area newspapers to announce the availability of the DEIS and the public hearing schedule. A 45-day DEIS comment period was provided from August 3, 2007 through September 17, 2007. During this comment period, METRO held two public meetings on August 13 and 14, 2007, and a formal public hearing on August 27, 2007. Approximately 300 people attended the public meetings and 230 attended the public hearing. In response to the July 2007 DEIS, METRO received 538 written statements from individuals, organizations, and agencies. A total of 76 speakers testified at the public hearing.

A public hearing, focusing on the alignment revisions in Segment III (Main Street to Eastwood Transit Center), was held on November 6, 2008, for the University Corridor. The purpose of the public hearing was to provide interested parties an opportunity to formally submit comments on the alignment revision in Segment III. Approximately 23 people attended the public hearing, a total of three speakers testified at the public hearing, and one written comment was received.

Substantive written and verbal comments received during both public hearings and the 45-day comment period for the DEIS were responded to in the January 2010. EPA announced availability of the FEIS in the January 29, 2010, *Federal Register*. The notice was also published in *The Houston Chronicle* and local area newspapers to announce the availability of the FEIS. A 30-day FEIS circulation period was provided from January 29, 2010 through March 1, 2010.

Environmental Impacts

The environmental and community impacts of the LPA that are of greatest concern are:

- **Acquisitions and Displacements:** The LPA will require the relocation of 168 business and residential properties, and the acquisition of approximately 23 acres of property from approximately 212 addresses.
- **Noise and Vibration:** The LPA will have moderate noise impacts on 167 residences, severe noise impacts on 49 residences, and vibration impacts on 15 residences.
- **Floodplains:** The LPA will not impact floodplains.
- **Water Resources:** The LPA will not impact water resources.
- **Cultural Resources:** The LPA will require partial right-of-way acquisition from two NRHP-eligible properties and partial right-of-way acquisition from seven properties that are considered contributing to three potential historic districts. However, the use of these resources within the Area of Potential Effect (APE) of the LPA would result in "no adverse effect" for purposes of Section 106 of the National Historic Preservation Act (NHPA).
- **Section 4(f):** Five parks are adjacent to the LPA. However, no parkland would be required for construction of the LPA nor would there be a constructive use of parkland; therefore, Section 4(f) is not applicable to parks within the LPA.
- **School Safety:** The LPA will not create any inherently unsafe conditions. METRO and the Houston Independent School District will coordinate on age-appropriate programs to train children at schools adjacent to the alignment regarding safe crossing practices.
- **Biota:** The LPA will impact 286 trees within the existing roadway right-of-way.
- **Individuals of LEP:** The LPA is located in a minority area where special effort has been needed and continues to be needed to communicate the benefits and impacts of the project and the rights of displaced persons and other affected parties.

Measures to Minimize Harm

METRO will implement all mitigation measures to which the FEIS commits and will coordinate with other public agencies on design issues related to the project as stipulated in the FEIS. If FTA provides financial assistance to the project, FTA will require in the funding agreement with METRO and as a condition of its grants that all committed mitigation be implemented. FTA will require that METRO include in its Project Management Plan (PMP) a process for ensuring the implementation of all mitigation commitments. Mitigation commitments contained in the FEIS will be implemented and monitored by METRO through quarterly updates of the Mitigation Monitoring Program (Appendix A) or by other means presented in the PMP and approved by FTA.

METRO, FTA, and the Texas State Historic Preservation Officer (SHPO) have executed a Section 106 Memorandum of Agreement (MOA) and Amended MOA (Volume 2, Appendix F of the January 2010 FEIS and Appendix B of this ROD) to address cultural resources mitigation. In addition to design review responsibilities by SHPO, the MOA contains additional mitigation measures and conditions that METRO will follow to minimize adverse effects on historic properties.

Determinations and Findings

Findings in 49 U.S.C. 5324(b): The environmental findings for the University Corridor Fixed Guideway Project are included in the January 2010 FEIS. This document represents the detailed statement required by 49 U.S.C. 5324(b) on:

- The environmental impacts of the project;
- Adverse environmental effects which cannot be avoided;
- Alternatives to the proposed project; and
- Irreversible and irretrievable impacts on the environment.

On the basis of the evaluation of social, environmental, and economic impacts contained in the FEIS, and the written and verbal comments offered by the public and other agencies, the FTA has determined, in accordance with 49 U.S.C. 5324(b) that:

- Adequate opportunity was afforded for the presentation of views by all parties with a significant economic, social, or environmental interest in the project and that fair consideration has been given to the preservation and enhancement of the environment and to the interests of the community in which the proposed project is to be located; and
- All reasonable steps have been taken to minimize the adverse environmental effects of the proposed project and where adverse environmental effects remain, no feasible and prudent alternative to avoid or further mitigate such effects exists.

Conformity with Air Quality Plans: The Clean Air Act of 1970, as amended, requires that transportation projects conform with the State Implementation Plan's purpose of eliminating or reducing the severity and number of violations of the National Ambient Air Quality Standards and of achieving expeditious attainment of such standards. The EPA regulation implementing this provision of the Clean Air Act [40 C.F.R. Part 93] establishes criteria for demonstrating that a transportation project is in conformity with applicable air quality plans. The performance of the LPA in meeting the conformity criteria given in the EPA regulation was evaluated in Section 4.6.4 of the FEIS. The LPA meets the criteria in 40 CFR Part 93 for projects from a conforming plan and Transportation Improvement Program and conforms to air quality plans for the Houston-Galveston region.

Section 106 and Section 4(f): FTA has made a determination, and the Texas Historical Commission (THC) has concurred in writing (see Section 106 MOA and Amended MOA in Appendix B of this ROD) with this determination, that the use of nine resources within the APE of the LPA would result in "no adverse effect" for purposes of Section 106 of the NHPA. Based on this finding, and taking into consideration the harm minimization measures that have been incorporated into the LPA as documented in the Section 7.5 of the FEIS, it is the conclusion of the FTA that the LPA would have *de minimis* impacts on these nine historic resources and that an analysis of feasible and prudent avoidance alternatives under Section 4(f) is not required.

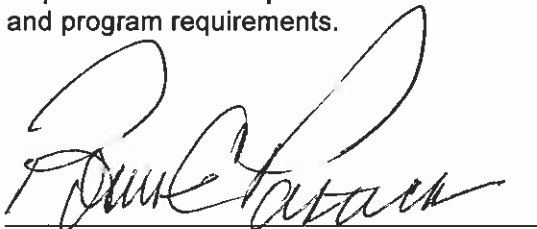
No parkland would be required for construction of the LPA nor would there be a constructive use of parkland; therefore, Section 4(f) is not applicable to parks within the LPA. A Section 4(f) exemption applies for the temporary occupancy of Peggy's Point Plaza Park. The construction of the LPA would not occupy Peggy's Point Plaza Park except to provide a protective barrier surrounding the southern section of the park in order to preserve the parkland during construction. The barrier shall allow for a point of access to the park during construction so that there would be no interference with park activities.

Revisions

Due to an omission, a corrected FEIS Appendix B, List of Preparers, has been prepared and is attached as Appendix D to the ROD.

Conclusion

Accordingly, on the basis of the environmental record presented above, FTA hereby finds that the University Corridor Fixed Guideway Transit Project in Houston, Texas, has satisfied the requirements of the National Environmental Policy Act of 1969; the Clean Air Act of 1970, as amended; Section 106 of the National Historic Preservation Act of 1966; Section 4(f) of the U.S. Department of Transportation Act of 1966 (49 U S C Section 303); and other applicable legal and program requirements.



Robert C. Patrick
FTA Regional Administrator
Region 6



Date

- Appendix A: Mitigation and Monitoring Plan
- Appendix B: Memorandum of Agreement & Amended Memorandum of Agreement
- Appendix C: FEIS Comments and Responses
- Appendix D: FEIS Appendix B - List of Preparers (Revised)

Mitigation and Monitoring Plan

The mitigation measures and other project features that reduce adverse impacts, to which FTA and METRO committed in the FEIS, are summarized in the following table. This summary table is provided in the ROD to facilitate the monitoring of the implementation of the mitigation measures. However, the FEIS provides the full description of all mitigation measures that are included in the Project. METRO will establish a program for monitoring the implementation of the mitigation measures as part of its Project Management Plan.

METRO is prohibited from eliminating or altering any of the mitigation commitments identified in the FEIS for the Project without express written approval by FTA. In addition, any change to the Project that may involve new or changed environmental or community impacts not considered in the FEIS must be reviewed in accordance with FTA environmental procedures (23 CFR Part 771.130). METRO will immediately notify FTA of any change to the Project that differs in any way from what the FEIS states. If a change is needed, the FTA will determine the appropriate level of environmental review (i.e., a written re-evaluation of the FEIS, an environmental assessment of the change, or a supplemental environmental impact statement), and the NEPA process for this supplemental environmental review will conclude with a separate NEPA determination, or, if necessary, an amendment of this ROD.

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
1	<u>Land Use and Socio-Economic</u> To minimize or avoid barrier impacts, METRO will adopt dual platform stations rather than split platforms wherever feasible and depending on available right-of-way, to help preserve neighborhood integrity. METRO could consider design options that minimize these potential effects. See Section 3.1.5 of the FEIS.	In neighborhoods where parking is at a premium, METRO will give consideration to combining parking and other uses (including ground level retail uses), where the market is supportive. This strategy would accomplish an economic development objective and a parking and circulation objective.	METRO	Final Design
2	<u>Neighborhood, Community Services and Community Cohesion</u> See Section 3.2.5 of the FEIS.			
3	<u>Acquisitions and Displacements/Relocations</u> The project will require acquisition of approximately 23 acres of land from approximately 212 addresses and relocation of 168 business and residential properties in the study area. Mitigation for property acquisition and relocation procedures for qualified displaced persons and businesses will be guided by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. METRO would be responsible at the local level for administering the Act. See Sections 3.1.5 and 3.3.5 of the FEIS.	METRO will conform to applicable Federal regulations pertaining to relocation and displacement. METRO will collaborate with appropriate City of Houston departments and community organizations to provide replacement housing for residents who are displaced and to develop initiatives that lead to the replacement of commercial/retail businesses.	METRO	Effective immediately upon FTA approval of this ROD
4	<u>Cultural Resources</u> All project facilities including but not limited to stations, tracks, traction power system elements, and noise walls, will be designed to be compatible with affected historic properties and conform to the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (see Appendix B of this ROD and Sections 3.4.6 and 7.6, and Appendix F of the FEIS).	To avoid and minimize effects to historic resources, the design plan will be subject to SHPO review at three stages in accordance with MOA and Amended MOA.	METRO & SHPO	Final Design
5	<u>Visual/Aesthetic – Alignment Impacts</u> Mitigation for visual impacts to adjacent sensitive receptors and assets will be mitigated through landscaping, where feasible, affordable, and consistent with safety requirements. Vegetation could be placed to break up views from the alignment in areas where existing screening is sparse, and particularly where the vertical distance of the alignment is higher than the residences. See Section 3.6.5 of the FEIS.	METRO will work with property owners during final design to most effectively implement the mitigation measures. Introduction of a parapet wall on the elevated structure and operating procedures will mitigate train headlights.	METRO and Neighborhoods	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
6	<p><u>Visual/Aesthetic – Station Area Impacts</u> Station area lighting would comply with the City of Houston lighting standards. Lighting sources would be indirect, diffused, or covered by shielded type fixtures, installed to reduce glare and the consequent interference with adjacent properties. Visual screening and/or architectural treatments will be used to mitigate the visual/aesthetic impacts to the adjacent residential properties, if needed. See Section 3.6.5 of the FEIS.</p>	<p>Per METRO's <i>Design Criteria Park and Ride and Transit Center Facilities</i>, lighting poles will not exceed 35 feet in height in parking areas, drop-off areas, ramps, entrances/exits, or within 20 feet of a bus loop and will stay within a 35 feet radius of passenger shelters.</p> <p>METRO will work with property owners during final design to most effectively implement the mitigation measures.</p>	METRO and Neighborhoods	Final Design
7	<p><u>Visual/Aesthetic – Privacy Impacts</u> Mitigation for visual intrusions to adjacent sensitive receptors and assets will be mitigated through landscaping or visual screening, where feasible, affordable, and consistent with safety requirements. See Section 3.6.5 of the FEIS.</p>	<p>Based on maximum exposure time of two seconds, vegetation or visual screening could be placed to break up views from the fixed guideway alignment in areas where existing screening is sparse, and particularly where the vertical distance of the rail alignment is higher than the residences. Introduction of a parapet wall on the elevated structure will mitigate privacy impacts.</p> <p>METRO will work with property owners during final design to most effectively implement the mitigation measures.</p>	METRO and affected property owners.	Final Design
8	<p><u>Safety – Specific Locations</u> Numerous community facilities and services, schools, subsidized housing sites, and places of worship abut and are in proximity to the proposed University Corridor alignment. The LRT will be adjacent to City of Houston Fire Station No. 16 (located at the northeast corner of Richmond Avenue and Dunlavy Street) and TSU Charter School at Cuney Homes.</p> <p>METRO will design components such as street scape and or fencing like that at the METRORail RedLine Preston station, to protect children who attend the TSU Charter School at Cuney Homes. See Sections 3.2.5 and 3.7.5 of the FEIS.</p>	<p>All key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts.</p> <p>At the City of Houston Fire Station No. 16 appropriate measures for traffic control will ensure that conflicts between vehicles responding to emergencies and LRT vehicles are avoided.</p> <p>METRO will adopt prototypes that have been used by other transit authorities to provide safety for blind and deaf residents at Cuney Homes.</p>	METRO	Final Design, Operation

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
9	<p><u>Safety – Project Level</u> METRO has established an external Fire and Life Safety Committee to coordinate communication and resources related to the University Corridor among various law enforcement and emergency response agencies. See Section 3.7.5 of the FEIS.</p> <p>METRO will develop safety materials and presentations targeted at the students within the corridor are a key element of the outreach effort and are already under development. General Fire/Safety Drill training will be provided for school staff. See Section 3.7.5 of the FEIS.</p> <p>Safety on the METRO system will be achieved through a combination of design, operation equipment, hardware, and procedures in accordance with the <i>System Safety Program Plan</i>. See Section 3.7.3 of the FEIS.</p>	<p>METRO will continue to have an internal safety committee comprised of various departments and emergency service providers to assure that general public safety concerns and measures are being addressed and implemented.</p> <p>Safety outreach to schools in the University Corridor will start in advance of any construction. METRO Police will make presentations to schools one quarter-mile on either side of the corridor. METRO Police will also assist with the crossing of school children in the early opening phase of the University Corridor as the public familiarizes themselves to the project. METRO will also assess drill procedures at each school and make recommendations as needed.</p> <p>The transit safety program will also include community-wide safety programs to distribute various printed materials, including brochures with age appropriate messages targeting school age children. Community presentations targeted at key organizations and corporations will be conducted to educate and distribute safety information. METRO will participate in community events where safety information will be distributed in advance of and during construction and also following the opening of the University Corridor.</p>	METRO	Final Design, Construction, Operations
10	<p><u>Station Safety</u> The principles underlying METRO's program for Crime Prevention Through Environmental Design will be incorporated into the planning and design of the LRT. This program incorporates natural approaches to designing safer facilities. Stations will incorporate lighting and possibly closed-circuit television to deter wrongdoers. Station design will be open and activities easily observable. See Section 3.7.3 of the FEIS.</p>		METRO	Final Design
11	<p><u>Water Resources</u> Construction of the LPA will require a TPDES general permit for storm water discharges from construction activities (General Permit No. TXR150000) and an NOI must be submitted to TCEQ.</p>	During construction, BMPs will be used to satisfy permit requirements and to minimize secondary effects of turbidity, greases, and oils.	METRO	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
12	<p><u>Biota and Habitat</u> The LPA will require the removal of approximately 286 trees. Mitigation measures for the loss of trees will be incorporated into the landscape design. This Tree Preservation Plan will comply with the City of Houston Tree and Shrub Ordinance (No. 1999-425) and will be reviewed by the City of Houston. See Section 4.3.6 of the FEIS.</p> <p>Landscaping included with this project will be in compliance with the Executive Memorandum on Beneficial Landscaping Practices and the guidelines for environmentally and economically beneficial landscape practices. Revegetation will comply with Executive Order 13112 to the extent practicable.</p>	<p>Some of the tasks in the Tree Preservation Plan will include cataloging existing tree stock, identifying storage locations, and developing a maintenance program for stored trees, as well as maintenance after construction. The plan will also outline procedures for tree removal, pruning, and notification processes as required by the City of Houston for other types of right-of-way trimming (as for overhead power lines).</p> <p>Pursuant to the consent agreement approved between METRO and the City of Houston in June 2008, METRO must adhere to all applicable city ordinances and policies. METRO, the City of Houston's Parks Department and city forester, will work in coordination on a plan for removal and planting of trees along the University Corridor. Any plan must be approved in writing before tree removal begins. METRO will also provide the necessary irrigation to assure initial and long term tree health.</p>	METRO & City of Houston	Final Design
13	<p><u>Threatened and Endangered Species</u> Mitigation for impacts to habitat for the Rafinesque's big-eared bat and the southeastern myotis bat will be achieved by minimizing alteration of any existing culverts, where feasible, and by compensating the impacted habitats by culvert replacement.</p>		METRO	Final Design
14	<p><u>Noise Impacts</u> A total of 167 moderate noise impacts and 49 severe noise impacts are projected for the LPA. Mitigation has been determined feasible for 13 of the moderate impacts and all 49 of the severe impacts. Noise from the project will impact Category 2 receptors only along the alignment (e.g., residences, hotels, and hospitals). There are no Category 3 receptors (e.g., schools, places of worship, parks, and medical offices) along the alignment that are expected to be impacted. Mitigation commitments include: crossing bell level reductions, the construction of noise barriers, use of flange bearing frogs, use of rail lubrication systems and sound insulation, where and when warranted. See Section 4.7.6 of the FEIS.</p>	<p>The noise mitigation locations will be refined based on a more complete noise analysis with more detailed engineering information. Any change during final design must be approved by FTA in writing and must be in full accord with FTA's <i>Transit Noise and Vibration Impact Assessment</i>, May 2006.</p>	METRO	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
15	<p><u>Vibration Impacts</u></p> <p>There are 15 vibration-sensitive residential buildings potentially exposed to vibration impact. Potential vibration impacts, due to proximity to special trackwork, may occur at twelve residential buildings at Richmond Avenue and Morningside Drive, Richmond Avenue east of Woodhead Street, Richmond Avenue between Roseland Street and Spur 527, and Alabama Street southeast of Adair Street. One single-family home on Richmond Avenue between Roseland Street and Spur 527 may be exposed to vibration impact due to proximity to the near track centerline and train speeds. Two single family residences on Hutchins Street between Wheeler Street and Cleburne Street may be exposed to vibration impact due to their proximity to the near track centerline and speed of the trains. If further studies verify vibration impacts the use of flange bearing frogs, and/or resilient fasteners, floating slab, ballast mat, which can reduce the vibration by 10 VdB, could be used to mitigate the vibration impacts. See Section 4.8.7 of the FEIS.</p>	<p>The mitigation for vibration will be refined based on a more complete analysis with more detailed engineering information. Any change during final design must be approved by FTA in writing and must be in full accord with FTA's <i>Transit Noise and Vibration Impact Assessment</i>, May 2006.</p>	METRO	Final Design
16	<p><u>Hazardous/Regulated Material Sites</u></p> <p>There are 112 hazardous/regulated material sites that have the potential to be of risk for right-of-way acquisition and/or construction of the project to the right-of-way for the LPA required further evaluation.</p> <p>Soil and groundwater contamination may be encountered during construction of the LPA. Any existing structures will be surveyed for the presence of hazardous/regulated materials such as asbestos-containing materials, lead-based paint, chemical storage, etc., prior to their demolition or modification. See Section 4.9.5 of the FEIS.</p>	<p>Further investigations will be performed during final design for at-risk areas. In addition, any existing structures requiring modification or demolition will be surveyed for the presence of hazardous/regulated materials such as asbestos containing materials, lead-based paint, chemical storage, etc., prior to their demolition or modification.</p> <p>The design and preparation of required monitoring and remediation plans will be coordinated with the TCEQ.</p>	METRO & TCEQ	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
17	<p><u>Utilities</u> Major utilities which may require relocation include the telecommunications, electrical transmission and distribution, and waterlines. METRO will perform subsurface utility engineering to identify and resolve potential conflicts prior to construction.</p> <p>The retained fill and aerial structure needed for the U.S. 59 aerial structure will require relocation of one CenterPoint Tower and the raising of one or two others. Raising of existing transmission lines at the UPRR Bridge may also be required.</p> <p>AT&T has a ductbank that is located in the center of Richmond Avenue from Cummins Street to Yoakum Street. AT&T also has a switch located in a building at the northwest corner of Richmond Avenue and Yoakum Street which may require special care to maintain telephone service.</p> <p>At least one major gas line will require relocation. This 12-inch gas line is located under the north side of the guideway in the westerly portion of Richmond Avenue.</p> <p>One section of a City of Houston 66-inch waterline has been identified for relocation. METRO will provide construction mitigation measures to protect the waterline.</p> <p>See Section 4.10.6 of the FEIS.</p>	<p>Construction documents will provide terms for the identification and appropriate mitigation of any utility lines encountered during project construction. Prior to construction, affected area utility companies and utility agencies will be contacted and requested to provide line location measures and approval of the proposed alternation of utility lines.</p> <p>Contractors will be required to consider the following items in their construction documents for mitigation of utilities:</p> <ul style="list-style-type: none"> • Businesses and residences affected by utility disruptions would be notified of the disruptions at least two weeks in advance. • Down periods for businesses would occur during off-business hours and never exceed a 24-hour period. • Businesses such as restaurants, grocery stores, or food preparation/manufacturing facilities would be accommodated to protect food preparation and storage mechanisms. <p>Should utilities be discovered during construction that were not identified prior to construction, work would be discontinued and appropriate utility companies and agencies will be contacted to identify the line(s). The discovered line would not be disrupted until businesses and residences are notified and the utility owner/operator has approved the proposed alteration.</p>	METRO	Final Design & Construction

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
18	<p><u>Transit Route Modifications</u> For short-term changes to bus routes during construction, information may be posted at bus stops, depending on the distance of the detour, number of stops removed from service, etc. Detours will also be placed on METRO's website and updated weekly. See Section 6.1.5 of the FEIS.</p> <p>The proposed long-term modifications to bus routes include integrating the existing fixed route system with the LRT system and METRORail, re-structuring local routes in the network, eliminating duplicating service and branches, creating new routes, and establishing safe transferring environments. Service modifications will be required to integrate the existing fixed route system into the final network. See Section 2.3.3.4 of the FEIS.</p>	For routes permanently changed, METRO will follow standard procedures for service changes. METRO makes three service changes per year. The process involves both route specific notices posted at stops and on handouts placed on buses distributed on the affected routes, and system-wide flyer distributed throughout the service area. The information is also posted at transit centers served by the affected routes and on METRO's website. If a service change affects more than 40 percent of the revenue hours of an individual route, METRO staff conducts outreach in the affected communities to distribute notices and an advertised public hearing is held prior to the service change(s).	METRO	Construction & Operations
19	<p><u>Effects on Roadways</u> LRT operations will result in additional traffic demand at the signalized intersections due to median closures, increased stops and delays, and lower arterial speeds. METRO will signalize 38 additional intersections along the LPA and 22 intersections will include gates and/or signals. See Section 6.2.5 of the FEIS.</p> <p>Key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals, and pavement markers (such as 'Stop Here on Red'). See Section 3.7.3 of the FEIS.</p>	<p>Per Section 9.3.1 of the Consent Agreement between the City of Houston and METRO:</p> <p>"The City and METRO will designate Traffic Signal System coordinators who will work together to optimize mobility along the Transit Corridors to optimize rail, auto and pedestrian traffic. If either coordinator notifies the other of a delay in train or traffic movements in excess of 15% of the mutually agreed level of speed for trains and traffic movement, the coordinators will promptly meet and consider Traffic Signal System control initiatives that will eliminate or mitigate the delay(s)."</p>	METRO & City of Houston	Final Design
20	<p><u>Land Use and Street Modifications</u> The LRT within the median will necessitate the closure of all existing median openings except at signalized intersections. Hardscape elements will be placed in the median to create a barrier to crossing traffic and pedestrians except at signalized intersections. See Sections 3.2.3.2 and 6.2.3.3 of the FEIS.</p>		METRO	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
21	<u>Parking</u> The parking associated with 60 properties will be reduced. Property owners would be compensated for loss of parking in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act. In neighborhoods where parking is a premium, METRO will give consideration to combining parking and other uses, where the market is supportive. On neighborhood streets, parking is allowed but not designated. See Sections 3.1.5 and 6.3.4 of the FEIS.	A determination will be made by the appraisers and land planners as to whether or not the reduction of parking spaces will allow the business to remain viable. If it is determined that the business cannot remain in operation due to the reduction of parking spaces, the business will then be qualified as a displaced business and can be relocated as per the Uniform Act. On some business parcels, some buildings can be reconfigured to relocate the parking areas.	METRO	Final Design
22	<u>Bicycle Routes</u> The section along Alabama Street between Dowling Street and Scott Street includes a designated bike route. Due to restricted right-of-way, this existing bike route will be relocated. Candidate streets for this relocated bicycle route include Elgin, Wheeler, and Blodgett Streets. See Sections 6.3.2.4 and 6.3.4 of the FEIS.	Coordination with the City of Houston will be required to accomplish relocation.	METRO & City of Houston	Final Design
23	<u>Pedestrianways</u> Existing signalized intersections and station locations will have traffic and pedestrian signals to facilitate traffic flow and safe pedestrian movements. See Sections 6.2.3.4, 6.3.1.4, and 6.3.2.4 of the FEIS. As part of the design, pedestrian signage and lighting will be incorporated at crosswalks. At intersections where left-turns are permitted, signage lighted pedestrian signal, new mast-arm electronic traffic signals, and pavement markers (such as "Stop Here on Red" will be added to reduce pedestrian and vehicular conflicts. See Section 3.7.3 of the FEIS.		METRO, City of Houston	Final Design
24	<u>Freight Railroads</u> The fixed guideway would be grade-separated from the UPRR. See Section 6.3.2.2 of the FEIS.	No agreement with Union Pacific RR will be required. When METRO purchased the Westpark railroad right-of-way, the deed included an agreement to allow METRO to construct a grade-separation over the UPRR.	METRO	Final Design, Construction
25	<u>Station Vicinity Land Use</u> Station locations will be designed to be compatible with each specific location, being respectful of the primary land use in the surrounding area. See Section 3.6.5 of the FEIS.	METRO will also continue on-going coordination with local neighborhood and community groups regarding stations throughout the project. The METRO Solutions Public Art Program was launched in 2006 to encourage local artists and adjacent neighborhoods to participate in station enhancements, that respects the character, history and diversity of the surrounding communities	METRO	Final Design

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
26	<p><u>Construction Impacts (Businesses and Residences)</u> Short-term construction impacts could involve traffic delays and inconvenience to residents, employees, and customers of businesses, and persons using community facilities and services. See Sections 3.1.5 and 3.2.5 of the FEIS.</p> <p>METRO is developing a Business Assistance Program to address the concerns of business owners who would be affected by construction.</p> <p>The mitigation measures required by the city for roadway access and traffic control also apply to disruption of area businesses. Permits will be acquired by project contractors from the appropriate city offices for roadway disruptions and blockages. Notification of roadway disruptions will be provided to neighboring property owners/operators. In cases of roadway blockages, neighboring property owners/operators will be notified and provided with descriptions of alternative routes. See Section 3.2.5 of the FEIS.</p>	<p>Requirements include approval of construction documents and mitigation measures by the City of Houston prior to initiation of construction.</p> <p>The contractor will comply with appropriate state and local requirements concerning the closing of roadways as stated in both the <i>Standard Specifications for Public Works Construction</i> and <i>Texas Manual on Uniform Traffic Control Devices</i>. Construction documents and mitigation measures must be approved by local traffic engineering authorities prior to initiation of construction.</p> <p>Provisions in project specification plans will require the construction contractors to make reasonable effort to minimize construction activities within the roadways during peak traffic periods.</p>	METRO & City of Houston	Final Design, Construction
27	<p><u>Construction Impacts (Effects on Roadways)</u> Construction will affect numerous major and minor roadways. A traffic management plan will be developed and agreed upon by the City of Houston and TxDOT. The plan will include ways to maintain traffic flow, bus service, and bicycle and pedestrian activities, while allowing for the delineation of the construction areas. Short-term transportation and circulation impacts are expected because of the LPA construction along Cummins Street, Richmond Avenue, Wheeler Street, Hutchins Street, Cleburne Street, Dowling Street, Alabama Street, and Elgin Street. Traffic impacts could also occur around construction staging areas. During final design, a construction sequencing plan will be developed to schedule lane closures and use temporary traffic control. Temporary lanes, sidewalks, driveways, and bus stops could be used. Detours will be kept to a minimum. See Section 3.2.5 of the FEIS.</p>	<p>METRO will require the contractor to comply with appropriate state and local requirements concerning the closing of roadways. The City of Houston and TxDOT require notification and permitting of all construction activities within city and TxDOT rights-of-way, respectively. The construction contractors will comply with appropriate regulations and incorporate mitigation measures during construction.</p> <p>Both the <i>Standard Specifications for Public Works Construction</i> and <i>Texas Manual on Uniform Traffic Control Devices</i> provide applicable local and state regulation guides for the proposed construction. Construction documents and mitigation measures must be approved by local traffic engineering authorities prior to initiation of construction. Barricading and flag staff will be used when appropriate. Private business parking areas and driveways will not be used for equipment maneuvering or parking. In the construction documents, provisions could be included for maximum number of lanes closed during peak traffic hours, maintenance, and removal of traffic control devices, efficient traffic rerouting measures, and scheduling of construction activities within the roadways for times other than during peak traffic periods.</p>	METRO, City of Houston, & TxDOT	Final Design, Construction

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
28	<p><u>Construction (Air Quality)</u> METRO will require the contractor to comply with appropriate Federal, state, and local regulations concerning the generation of dust from construction activities. Typically, activities to minimize air quality impacts during construction include covering or treating disturbed areas with dust suppressors, using tarpaulins on loaded trucks, and sprinkling water on dust generating surfaces such as roads and other areas where construction equipment is in operation. To minimize the amount of emissions generated, reasonable efforts will be made during the construction phase to limit disruption to traffic, especially during peak travel periods. See Section 4.6.6 of the FEIS.</p>		METRO	Final Design, Construction
29	<p><u>Construction Impacts (Noise)</u> METRO will require the contractor to comply with appropriate Federal, state, and local regulations concerning the noise. See Section 4.7.5 of the FEIS.</p>	<p>Depending on construction phasing, noise control measures that could be applied include:</p> <ul style="list-style-type: none"> • Minimizing nighttime construction in residential neighborhoods. • Using specially quieted equipment with enclosed engines and/or high performance mufflers. • Locating stationary construction equipment as far as possible from noise sensitive sites. • Construction noise barriers, such as temporary walls or piles of excavated material between noisy activities and noise-sensitive receivers. • Re-routing construction-related truck traffic along roadways that will cause the least disturbance to residents. • Avoiding impact pile driving near noise-sensitive areas, where possible. Drilled piles or the use of a sonic or vibratory pile driver are quieter alternatives where the geological conditions permit their use. If impact pile drivers must be used, their use will be limited to periods between 8:00 a.m. and 5:00 p.m. on weekdays. <p>To provide added assurance, the contractor could implement a complaint resolution procedure will also be put in place to address any noise problems that may develop during construction.</p>	METRO	Final Design, Construction
30	<p><u>Construction Impacts (Vibration)</u> Vibration impacts during construction could be avoided through numeric limits and monitoring requirements that could be developed during final design and included in the construction documents for the project. See Section 4.8.6 of the FEIS.</p>	<p>Measures that will be considered as requirement to meet the vibration limits include the use of alternative equipment or processes, such as the use of drilled piles in place of impact pile driving and avoiding the use of vibratory compactors near vibration-sensitive areas.</p>	METRO	Final Design, Construction

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
31	<u>Construction Impacts (Visual)</u> METRO will require the contractor to comply with appropriate Federal, state, and local regulations concerning the removal of existing vegetation. See Sections 3.6.4 and 4.3.5 of the FEIS.	Prior to construction, a plan for protecting existing trees and vegetation that could be injured during construction activity will be developed. METRO could also assess the need for additional landscaping in this area to mitigate potential visual intrusion/privacy impacts following clearing and grubbing activities during construction. Vegetation will be cleared only as needed, and may be phased, to maintain soil integrity and minimize erosive surface. Clearing will be one outside of the migratory bird nesting season, in accordance with the Migratory Bird Treaty Act of 1918,	METRO	Final Design, Construction
32	<u>Construction Impacts (Excavation, Fill Materials, Debris, and Spoil)</u> METRO will require the contractor to comply with appropriate Federal, state, and local regulations for the disposal of debris and spoil generated during construction. Only "clean" fill material will be used for construction of the fixed guideway.	The contractor will establish haul routes on roads other than established truck routes. Any hazardous waste encountered by construction of the project will be disposed of by a licensed hazardous waste contractor.	METRO	Final Design, Construction
33	<u>Construction Impacts (Water Quality and Runoff)</u> METRO will require the contractor to comply with appropriate Federal, state, and local regulations the disposal of debris and spoil generate during construction. A Texas Pollutant Discharge Elimination System (TPDES) General Permit for Storm Water Discharges Associated with Construction Activities will be acquired. The contractor will develop a Storm Water Pollution Prevention Program (SW3P) and submit a NOI to the TCEQ at least 48 hours before commencing construction activities. See Section 4.2.5.2 of the FEIS.	The SW3P will define and ensure the implementation of practices that will be used to reduce pollutants in storm water discharges associated with construction activity at the construction site, and assure compliance with the terms and conditions of the permit. If unanticipated sources of hazardous or regulated materials were encountered during construction activities, the construction manager or designee will immediately notify METRO. Specific mitigation activities, which address the type, level, and quantity of contamination encountered, will be immediately implemented. The handling, treatment, and disposal of any hazardous materials will occur in full compliance with Federal, state, and local requirements.	METRO, TCEQ	Final Design, Construction
34	<u>Construction Impacts (Construction Staging Areas)</u> The contractor will use best management practices to prevent storm water runoff of construction materials and equipment such as covering materials and equipment of awnings, roofs, or tarps; storing materials and asphalt or concrete pads; surrounding material stockpiling areas with diversion dikes or curbs; and using secondary containment measures such as dikes or berms around fueling areas. The contractor will also mulch and reseed disturbed areas to prevent air and water erosion on the site after termination of construction operations. See Section 4.2.5.2 of the FEIS.		METRO	Final Design, Construction

	Impact/Mitigation Measure	Implementation & Monitoring	Responsible Party	Timing
35	<u>Construction Impacts (Safety and Security)</u> The contractor will be required to be familiar with and comply with applicable Federal, state, and local laws, ordinances, and regulations regarding safety and security during construction. Some construction will require temporary detours or reduced roadway capacity. Traffic safety maintenance measures will be employed to minimize this risk. See Section 3.7.4 of the FEIS.	Standard construction safety practices, as established by government regulations and codes, as well as METRO specifications, will minimize the potential for accidents and other safety problems.	METRO	Final Design, Construction

Memorandum of Agreement

**MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS,
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO CFR § 800.6(b)(1) (iv)
REGARDING THE UNIVERSITYCORRIDOR FIXED GUIDEWAY PROJECT IN
HOUSTON, TEXAS
December, 2008**

WHEREAS, the U.S. Department of Transportation, Federal Transit Administration (FTA), is considering a grant application for financial assistance to the Metropolitan Transit Authority of Harris County (METRO), a regional transit authority organized under the laws of the State of Texas, for the construction of University Corridor Fixed Guideway Project (University Corridor or Project), which is located in Houston, Texas; and

WHEREAS, the University Corridor consists of the construction of a east-west Light Rail Transit (LRT) project extending approximately 11.3 miles east from the Hillcroft Transit Center to the Eastwood Transit Center within the City of Houston, Harris County, Texas. A more detailed description of the University Corridor alignment is set forth in Attachment A to this Agreement; and

WHEREAS, the Texas State Historic Preservation Officer (SHPO) is authorized to enter in this Agreement in order to fulfill its role of advising and assisting Federal agencies in carrying out their Section 106 responsibilities under the following Federal statute: Section 101 and 106 of the National Historic Preservation Act of 1966, as amended, 16 USC § 470(f), and pursuant to 36 CFR Part 800, regulations implementing Section 106 at § § 800.2(c)(1)(i) and 800.6(b); and

WHEREAS, the FTA and METRO have established the University Corridor's Area of Potential Effects (APE), as defined at 36 CFR § 800.16(d), and identified in the Determination of Effects Report dated June 12, 2006 and Final Determination of Effects Report dated December 12, 2008, to be the designated area shown in Attachment B; and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that various properties located within the APE for the University Corridor are considered eligible for listing in the National Register of Historic Places, either individually or as contributing elements of a historic district, pursuant to 36 CFR § 800.4(c) prior to commencement of the undertaking; and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that the construction of the University Corridor will have an effect on historic properties within the boundaries of the University Corridor APE; and have consulted with the SHPO pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, (16 USC § 470(f)); and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that the University Corridor alignment set out in Attachment A will have an adverse effect on the historic properties listed in the Final Determination of Effects Report dated December 12, 2008, shown in Attachment C, and further, whereas the Parties have developed measures outlined in the Stipulations below to reduce or mitigate the identified adverse effects of the University Corridor pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 USC § 470); and

WHEREAS, METRO has compiled a Multiple Property Submittal documentation package entitled "The African-American Heritage of the Third Ward"; and

WHEREAS, METRO has contacted several Indian Tribes whose traditional lands may be affected and received a response only from the Comanche Nation that indicated that they had no immediate concerns or issues regarding the project; and

WHEREAS, METRO has contacted the City of Houston Historic Preservation Officer who participated in the development of the Project; and

WHEREAS, METRO has notified the Advisory Council on Historic Preservation (Council) that the Project will have an adverse effect, and the Council has chosen not to participate in the Section 106 consultation; and

WHEREAS, the FTA and METRO have coordinated and consulted with the public and agencies in accordance with 36 CFR § 800.8(c)(iv) including inviting public comment on the Draft Environmental Impact Statements and Section 4(f) Evaluation for the Project; and

WHEREAS, METRO has participated with the FTA in the consultation with the SHPO and has been invited to concur in the Memorandum of Agreement to reflect its commitment to the measures described in this Agreement and to its obligations in a grant that will fund the construction of the Project; and

NOW, THEREFORE, FTA, METRO, and the SHPO agree that the following measures and stipulations shall be implemented to take into account the effects of the undertaking on the historic properties:

STIPULATIONS

The FTA shall ensure the following measures and stipulations are implemented for the Project:

I. UNIVERSITY CORRIDOR PROJECT

- A. METRO will ensure that the design of the fixed guideway structures and all other construction undertaken or funded by METRO related to this undertaking, including but not limited to station platforms and canopies, bridges or overpasses, artwork and gateways, tracks, catenary poles, overhead traction and power systems, traction power

stations, communication bungalows, and sound insulation fences or other construction that may have an effect on historic properties will be designed to be compatible with affected historic properties and conform to the guidance contained in the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (U.S. Department of the Interior, National Park Service, 1995 or as most recently amended). METRO will further ensure that all such designs are developed in consultation with the SHPO and submitted to the SHPO for comment prior to construction. Proposed designs will be provided to the SHPO for review at approximately the 30%, 60% and 90% design stages as stated in Stipulation II.D.

- B. As part of the mitigation for contributing properties in the Third Ward affected by the separate Southeast Corridor Fixed Guideway Project, by agreement between the FTA, METRO and the SHPO executed in June 2008, METRO conducted the necessary research and prepared a Multiple Property Nomination submittal for the Third Ward West entitled "The African American Heritage of the Third Ward". By mutual agreement between METRO and the SHPO, this documentation is considered sufficient to mitigate the adverse effects of the University Corridor Project on historic properties contributing to the Third Ward West Historic District, listed in Attachment C. METRO has submitted the Multiple Property Nomination to the SHPO, who confirmed that the Multiple Property Nomination fulfills the intent and specific requirements of this and the aforementioned agreement between METRO and the SHPO. METRO and FTA shall have no further responsibility with respect to the Package.
- C. If the University Corridor affects previously undisturbed (non-street) right of way parcels, METRO shall, either directly or through a qualified contractor, conduct in-depth historic archival research on the affected properties. This information shall then be forwarded to the SHPO for review and the SHPO will determine whether archeological investigations will be warranted in advance of any alteration of the site in any way.
- D. Other than the historic properties and contributing elements listed in Attachment C, no historic property or contributing element will be adversely affected by the project. Should the University Corridor affect other historic properties or elements not listed in Attachment C of this document, METRO shall coordinate with FTA and SHPO as stated in Stipulation II.C.

II. ADMINISTRATIVE STIPULATIONS

- A. Definition. For the purposes of this Agreement the terms "Party" or "Parties" mean the FTA, METRO, and the SHPO, each of which has authority under 36 CFR § 800.7 to terminate the consultation process.
- B. Professional supervision. The FTA shall ensure that all activities carried out pursuant to this Agreement are carried out by or under the direct supervision of a person or

persons meeting at a minimum the appropriate Professional Qualifications Standards set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. However, nothing in this stipulation may be interpreted to bar the FTA, METRO or any agent or contractor of the FTA from utilizing the properly supervised services of employees and volunteers who do not meet the above standards.

C. Neither the FTA nor METRO shall make any substantial design modifications and/or alter any plan or scope of services to the University Corridor that will affect historic properties without first affording the Parties of this Agreement the opportunity to review the proposed change and determine whether it shall require that this Agreement be amended. If one or more such Party determines that an amendment is needed, the Parties to this Agreement shall consult in accordance with 36 CFR § 800.6 to consider such an amendment.

D. Design review. The reviews set out in this Agreement shall be completed as early in the process as possible so that measures to avoid, minimize, or mitigate the effects of the University Corridor on historic properties can be taken into consideration by the SHPO during design and prior to construction. Design review submittals will be provided to the SHPO through final design for those elements of the University Corridor. Stipulations D.1(ii), D.2(ii) and D.3(ii) clarify how concerns raised by SHPO will be addressed for each phase of design review.

1. Preliminary Engineering Design Review (approximately 30% submittal) would be the first review.

i. METRO's responsibility will be to provide the SHPO with the Preliminary Engineering design plans that clearly identify the location of all historic properties, to note the application of any mitigation, and if requested by the SHPO, to be available to make a detailed presentation of the plans.

ii. SHPO's responsibility will be to notify METRO in writing within 30 days of receipt of the Preliminary Engineering design plans of any potential impacts that diminish the integrity of an historic property's significant historic features or its historic setting, make a recommendation about how any concerns may be addressed, and be available for consultation with METRO should further clarification or detail be needed.

2. In Progress Design Review (approximately 60% submittal) would be the second review.

i. METRO will provide the SHPO with an In Progress set of design plans and make SHPO aware of any significant changes from the Preliminary Engineering plans in the vicinity of historic properties,

and request the SHPO's approval or comment on these changes. To facilitate the SHPO's mitigation monitoring and design review, METRO will also note the application of any mitigation.

- ii. SHPO will notify METRO in writing, within 30 days of receipt of the In Progress review materials, of approval or comment on the significant project changes, mitigation monitoring, or design review presented.
3. Pre-Final Design Review (approximately 90% submittal) would be the third review.
- i. METRO will provide the SHPO with a Pre-final set of design plans and make the SHPO aware of any significant project changes from the 60 percent plans in the vicinity of historic properties, and request the SHPO's approval or comment on these changes. METRO will also note how the SHPO's concerns, if any, have been addressed.
 - ii. SHPO will notify METRO in writing within 30 days of receipt, of approval or comment on the Pre-Final materials submitted.
 - iii. SHPO at its option may request a copy of the final bid set for each Project for documentation purposes. SHPO will notify METRO in writing within 30 days whether it intends to open consultation on any design-related issue previously identified but has remained unchanged and/or not previously raised as a concern.

III. WORKER EDUCATION PROGRAM

METRO will conduct a Worker Education Program for construction personnel. The program is designed to inform contractors and workers of requirements for the protection of historic properties and unanticipated archeological discoveries during construction.

IV. DURATION

This Agreement shall continue throughout the development and implementation of the Project. Prior to such time, FTA, METRO or the SHPO may consult with the other signatories to reconsider the terms of the Agreement and amend in accordance with Stipulation VII below. At the end of one year following the execution of this Agreement, and annually for a period of five years, METRO shall provide all signatory parties to this Agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in METRO's efforts to carry out the terms of this Agreement. Beginning the sixth year following the execution of this Agreement, METRO will periodically report, as deemed needed by any signatory party, as to the

status of compliance with this Agreement until it expires or is terminated. Failure to provide such summary report may be considered noncompliance with the terms of this Agreement pursuant to Stipulation VII, below.

V. POST-REVIEW DISCOVERIES

In the event of discovery of archeological materials during any of its activities, METRO shall immediately stop work in the area of discovery and notify the SHPO. METRO shall comply with 36 CFR § 800.13(b) and any other legal requirements to include consultation in accordance with Section 106 of the National Historic Preservation Act. METRO will provide site information and a determination of National Register eligibility for the location to SHPO. SHPO shall have 30 days to review and concur with the determination of eligibility and any treatment needed.

VI. DISPUTE RESOLUTION

Should any Party to this Agreement object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, FTA shall consult with the objecting Party to resolve the objection. If FTA determines, within 30 days, that such objection(s) cannot be resolved, FTA will:

- A. Forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council) in accordance with 36 CFR § 800.2(b)(2). Copies of this documentation shall be provided simultaneously to the SHPO. Upon receipt of adequate documentation, the Council shall review and advise FTA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the Parties to the Agreement, will be taken into account by FTA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FTA may render a decision regarding the dispute. In reaching its decision, FTA will take into account all comments regarding the dispute from the Parties to the Agreement.
- C. FTA's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute remain unchanged. FTA shall notify METRO and SHPO of its decision in writing before implementing that portion of the Project subject to dispute under this stipulation. FTA's decision will be final.

VII. AMENDMENTS AND NONCOMPLIANCE

If any signatory to this Agreement, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that Party shall immediately consult with the other Parties to develop an amendment to this Agreement pursuant to 36 CFR § 800.6(c)(7) and 800.6(c)(8). The amendment will

be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the Agreement, any signatory may terminate the Agreement in accordance with Stipulation IX below. Notwithstanding the foregoing, changes in technology and design refinements of a minor nature may be accomplished, at the discretion of the Parties, through a letter agreement signed by all the Parties.

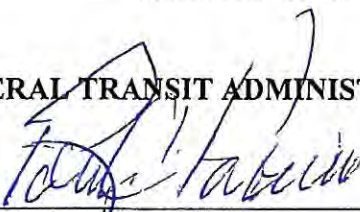
VIII. TERMINATION

If the Agreement is not amended following the consultation set out in Stipulation VII, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FTA shall notify the signatories if it will initiate consultation to execute an agreement with the signatories under 36 CFR § 800.6(c)(1) or request the comments of the Council under 36 CFR § 800.7(a) and proceed accordingly.

Execution of this Memorandum of Agreement by FTA, METRO and SHPO, the submission of documentation and filing of this Memorandum of Agreement with the Council pursuant to 36 CFR § 800.6(b)(1)(iv) prior to FTA's approval of the Project, and implementation of its terms constitutes evidence that METRO has taken into account the effects of these Project on historic properties and afforded the Council an opportunity to comment.

SIGNATORIES TO MEMORANDUM OF AGREEMENT

FEDERAL TRANSIT ADMINISTRATION

BY: 
Robert C. Patrick
Regional Administrator, Region VI

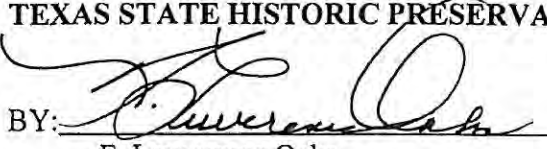
DATE: 12/12/08

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

BY: 
Frank J. Wilson
President & Chief Executive Officer

DATE: 1/7/09

TEXAS STATE HISTORIC PRESERVATION OFFICER

BY: 
F. Lawrence Oaks
State Historic Preservation Officer

DATE: 2/1/09

ATTACHMENT A

Attachment A

The University Corridor is an east-west project located near Downtown Houston. The proposed project extends approximately 11.3 miles east from the Hillcroft Transit Center to the Eastwood Transit Center within the City of Houston, Harris County, Texas. The proposed action is the implementation of high capacity transit service in the form of light rail transit (LRT) within the University Corridor. The LRT is generally proposed to be at grade in City of Houston street right-of-way and METRO-owned Westpark right-of-way with limited sections of elevated structure. The logical termini for the project are from Hillcroft Transit Center to the Eastwood Transit Center. Though planned as a part of an integrated transit system, the proposed project exhibits independent utility without the benefits of the implementation of other programmed fixed guideway service. The proposed project has independent utility because the project would function as a usable LRT line, does not require the implementation of other fixed guideway projects to operate, and would not restrict the consideration of alternatives for other foreseeable transportation improvements. The University Corridor could provide connections with the planned Southeast LRT Line, the METRORail Red Line, and the planned Uptown/Galleria LRT Line.

ATTACHMENT B

Attachment B

University Corridor Area of Potential Effect (APE)

The project area covers an 11.3-mile corridor near downtown Houston, from the University of Houston to the Uptown/Galleria area. The project area is bound by Calhoun Street on the east, Chimney Rock Road on the west, Westheimer Road on the north and Bissonnet Road on the south.

The project area west of Main Street includes residential neighborhoods dating from the early 20th century, retail commercial development and office commercial developments. The southern alternative alignment and cross-over alternatives closely relate to the U.S. 59 Southwest Freeway and associated industrial/commercial/residential development.

The project area located southeast of downtown Houston and known as Third Ward, was one of the earlier African-American communities formed after the emancipation of slaves on June 19, 1865. Although primarily a residential area, businesses and institutions also developed here. It is the home of Texas Southern University, the first state-supported institution in the City of Houston and the first to house a law school for African-Americans (<http://www.tsu.edu/about/history/>). Four other institutes of higher learning, Rice University (1912), the University of Houston – central campus (1927), St. Thomas University (1945), and the Houston Community College – central campus (1971) are also located in this project area. Another institution to develop in this area is the Houston Negro Hospital. Officially opened in July 1926, it was the first nonprofit hospital for African-American patients in Houston and allowed admitting privileges for African-American doctors. Closely related to the hospital was the Houston Negro School of Nursing, which opened in 1931, but closed by 1935 due to the lack in the number of patients (TSHA). Emancipation Park is also located in the project area and is one of the city's earliest parks. Donated in 1872 by prominent African-American civic leader, the Reverend Jack Yates and other former enslaved people, it was purchased as a site for Juneteenth celebrations and is still in use today.

The APE will include adjacent parcels of at-grade project activities, parcels within 200 feet of grade-separated locations, and one block in all directions surrounding station locations.

ATTACHMENT C

ATTACHMENT C¹
Summary of Adverse Impacts to Historic Properties under the LPA

Address/ Current Use	NRHP Status	Description of Effects under Section 106
3525 Attucks Street (#0724), Residential	Contributing to the Third Ward West Historic District	The LPA alignment will result in demolition of the structures on the property.
3528 Canfield Street (#0725), Residential	Contributing to the Third Ward West Historic District	The LPA alignment will result in demolition of the structures on the property.
3526 Napoleon Street (#0726), Residential	Contributing to the Third Ward West Historic District	The LPA alignment will result in demolition of the structures on the property.
3527 Napoleon Street (#0727), Residential	Contributing to the Third Ward West Historic District	The LPA alignment will result in demolition of the structures on the property.
3717 Alabama Street (#0020), Residential	Contributing to the Third Ward West Historic District	The LPA alignment will result in demolition of the structures on the property.

Source: Hicks & Company, September 2008

¹ Mitigation for these contributing properties has been addressed as described in I.B of this MOA.

Amended Memorandum of Agreement

**AMENDED
MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS,
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO CFR § 800.6(b)(1)(iv)
REGARDING THE UNIVERSITY CORRIDOR FIXED GUIDEWAY PROJECT IN
HOUSTON, TEXAS
March 2009**

WHEREAS, the U.S. Department of Transportation, Federal Transit Administration (FTA), is considering a grant application for financial assistance to the Metropolitan Transit Authority of Harris County (METRO), a regional transit authority organized under the laws of the State of Texas, for the construction of University Corridor Fixed Guideway Project (University Corridor or Project), which is located in Houston, Texas; and

WHEREAS, this Amended Memorandum of Agreement (Amended MOA) is necessitated by changes to the University Corridor that avoid adverse impacts to historic resources; and,

WHEREAS, the FTA and METRO have followed the stipulations in the original MOA of December 2008 from the date of its execution to the effective date of this Amended MOA; and,

WHEREAS, the Amended MOA supersedes the original MOA of December 2008 in its entirety; and,

WHEREAS, the University Corridor consists of the construction of a east-west Light Rail Transit (LRT) project extending approximately 11.3 miles east from the Hillcroft Transit Center to the Eastwood Transit Center within the City of Houston, Harris County, Texas. A more detailed description of the University Corridor alignment is set forth in Attachment A to this Agreement; and

WHEREAS, the Texas State Historic Preservation Officer (SHPO) is authorized to enter in this Agreement in order to fulfill its role of advising and assisting Federal agencies in carrying out their Section 106 responsibilities under the following Federal statute: Section 101 and 106 of the National Historic Preservation Act of 1966, as amended, 16 USC § 470(f), and pursuant to 36 CFR Part 800, regulations implementing Section 106 at §§ 800.2(c)(1)(i) and 800.6(b); and

WHEREAS, the FTA and METRO have established the University Corridor's Area of Potential Effects (APE), as defined at 36 CFR § 800.16(d), and identified in the Determination of Effects Report dated June 12, 2006 and Final Determination of Effects Report dated December 12, 2008, to be the designated area shown in Attachment B; and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that various properties located within the APE for the University Corridor are considered eligible for

listing in the National Register of Historic Places, either individually or as contributing elements of a historic district, pursuant to 36 CFR § 800.4(c) prior to commencement of the undertaking; and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that the construction of the University Corridor will have an effect on historic properties within the boundaries of the University Corridor APE; and have consulted with the SHPO pursuant to 36 CFR Part 800, regulations implementing Section 106 of the National Historic Preservation Act, (16 USC § 470(f)); and

WHEREAS, METRO has compiled a Multiple Property Submittal documentation package entitled “The African-American Heritage of the Third Ward”; and

WHEREAS, METRO has contacted several Indian Tribes whose traditional lands may be affected and received a response only from the Comanche Nation that indicated that they had no immediate concerns or issues regarding the project; and

WHEREAS, METRO has contacted the City of Houston Historic Preservation Officer who participated in the development of the Project; and

WHEREAS, METRO has notified the Advisory Council on Historic Preservation (Council) that the Project will have an effect, and the Council has chosen not to participate in the Section 106 consultation; and

WHEREAS, the FTA and METRO have coordinated and consulted with the public and agencies in accordance with 36 CFR § 800.8(c)(iv) including inviting public comment on the Draft Environmental Impact Statements and Section 4(f) Evaluation for the Project; and

WHEREAS, METRO has participated with the FTA in the consultation with the SHPO and has been invited to concur in the Amended Memorandum of Agreement to reflect its commitment to the measures described in this Agreement and to its obligations in a grant that will fund the construction of the Project; and

NOW, THEREFORE, FTA, METRO, and the SHPO agree that the following measures and stipulations shall be implemented to take into account the effects of the undertaking on the historic properties:

STIPULATIONS

The FTA shall ensure the following measures and stipulations are implemented for the Project:

I. UNIVERSITY CORRIDOR PROJECT

- A. METRO will ensure that the design of the fixed guideway structures and all other construction undertaken or funded by METRO related to this undertaking, including

but not limited to station platforms and canopies, bridges or overpasses, artwork and gateways, tracks, catenary poles, overhead traction and power systems, traction power stations, communication bungalows, and sound insulation fences or other construction that may have an effect on historic properties will be designed to be compatible with affected historic properties and conform to the guidance contained in the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings (U.S. Department of the Interior, National Park Service, 1995 or as most recently amended). METRO will further ensure that all such designs are developed in consultation with the SHPO and submitted to the SHPO for comment prior to construction. Proposed designs will be provided to the SHPO for review at approximately the 30%, 60% and 90% design stages as stated in Stipulation II.D.

- B. As part of the mitigation for contributing properties in the Third Ward affected by the separate Southeast Corridor Fixed Guideway Project, by agreement between the FTA, METRO and the SHPO executed in June 2008, METRO conducted the necessary research and prepared a Multiple Property Nomination submittal for the Third Ward West entitled "The African American Heritage of the Third Ward". By mutual agreement between METRO and the SHPO, this documentation is considered sufficient to mitigate the effects of the University Corridor Project on historic properties contributing to the Third Ward West Historic District. METRO has submitted the Multiple Property Nomination to the SHPO, who confirmed that the Multiple Property Nomination fulfills the intent and specific requirements of this and the aforementioned agreement between METRO and the SHPO. METRO and FTA shall have no further responsibility with respect to the Package.
- C. If the University Corridor affects previously undisturbed (non-street) right of way parcels, METRO shall, either directly or through a qualified contractor, conduct in-depth historic archival research on the affected properties. This information shall then be forwarded to the SHPO for review and the SHPO will determine whether archeological investigations will be warranted in advance of any alteration of the site in any way.
- D. No historic property or contributing element will be adversely affected by the project. Should changes to the University Corridor design change the previously reported affects on historic properties or elements, METRO shall coordinate with FTA and SHPO as stated in Stipulation II.C.

II. ADMINISTRATIVE STIPULATIONS

- A. Definition. For the purposes of this Agreement the terms "Party" or "Parties" mean the FTA, METRO, and the SHPO, each of which has authority under 36 CFR § 800.7 to terminate the consultation process.
- B. Professional supervision. The FTA shall ensure that all activities carried out pursuant to this Agreement are carried out by or under the direct supervision of a person or

persons meeting at a minimum the appropriate Professional Qualifications Standards set forth in the Secretary of the Interior's Standards and Guidelines for Archeology and Historic Preservation. However, nothing in this stipulation may be interpreted to bar the FTA, METRO or any agent or contractor of the FTA from utilizing the properly supervised services of employees and volunteers who do not meet the above standards.

C. Neither the FTA nor METRO shall make any substantial design modifications and/or alter any plan or scope of services to the University Corridor that will affect historic properties without first affording the Parties of this Agreement the opportunity to review the proposed change and determine whether it shall require that this Agreement be amended. If one or more such Party determines that an amendment is needed, the Parties to this Agreement shall consult in accordance with 36 CFR § 800.6 to consider such an amendment.

D. Design review. The reviews set out in this Agreement shall be completed as early in the process as possible so that measures to avoid, minimize, or mitigate the effects of the University Corridor on historic properties can be taken into consideration by the SHPO during design and prior to construction. Design review submittals will be provided to the SHPO through final design for those elements of the University Corridor. Stipulations D.1(ii), D.2(ii) and D.3(ii) clarify how concerns raised by SHPO will be addressed for each phase of design review.

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- ii. SHPO's responsibility will be to notify METRO in writing within 30 days of receipt of the Preliminary Engineering design plans of any potential impacts that diminish the integrity of an historic property's significant historic features or its historic setting, make a recommendation about how any concerns may be addressed, and be available for consultation with METRO should further clarification or detail be needed.

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and request the SHPO's approval or comment on these changes. To facilitate the SHPO's mitigation monitoring and design review, METRO will also note the application of any mitigation.

- ii. SHPO will notify METRO in writing, within 30 days of receipt of the In Progress review materials, of approval or comment on the significant project changes, mitigation monitoring, or design review presented.
3. Pre-Final Design Review (approximately 90% submittal) would be the third review.
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 - ii. SHPO will notify METRO in writing within 30 days of receipt, of approval or comment on the Pre-Final materials submitted.
 - iii. SHPO at its option may request a copy of the final bid set for each Project for documentation purposes. SHPO will notify METRO in writing within 30 days whether it intends to open consultation on any design-related issue previously identified but has remained unchanged and/or not previously raised as a concern.

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METRO will conduct a Worker Education Program for construction personnel. The program is designed to inform contractors and workers of requirements for the protection of historic properties and unanticipated archeological discoveries during construction.

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This Agreement shall continue throughout the development and implementation of the Project. Prior to such time, FTA, METRO or the SHPO may consult with the other signatories to reconsider the terms of the Agreement and amend in accordance with Stipulation VII below. At the end of one year following the execution of this Agreement, and annually for a period of five years, METRO shall provide all signatory parties to this Agreement a summary report detailing work undertaken pursuant to its terms. Such report shall include any scheduling changes proposed, any problems encountered, and any disputes and objections received in METRO's efforts to carry out the terms of this Agreement. Beginning the sixth year following the execution of this Agreement, METRO will periodically report, as deemed needed by any signatory party, as to the

status of compliance with this Agreement until it expires or is terminated. Failure to provide such summary report may be considered noncompliance with the terms of this Agreement pursuant to Stipulation VII, below.

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In the event of discovery of archeological materials during any of its activities, METRO shall immediately stop work in the area of discovery and notify the SHPO. METRO shall comply with 36 CFR § 800.13(b) and any other legal requirements to include consultation in accordance with Section 106 of the National Historic Preservation Act. METRO will provide site information and a determination of National Register eligibility for the location to SHPO. SHPO shall have 30 days to review and concur with the determination of eligibility and any treatment needed.

VI. DISPUTE RESOLUTION

Should any Party to this Agreement object at any time to any actions proposed or the manner in which the terms of this Agreement are implemented, FTA shall consult with the objecting Party to resolve the objection. If FTA determines, within 30 days, that such objection(s) cannot be resolved, FTA will:

- A. Forward all documentation relevant to the dispute to the Advisory Council on Historic Preservation (Council) in accordance with 36 CFR § 800.2(b)(2). Copies of this documentation shall be provided simultaneously to the SHPO. Upon receipt of adequate documentation, the Council shall review and advise FTA on the resolution of the objection within 30 days. Any comment provided by the Council, and all comments from the Parties to the Agreement, will be taken into account by FTA in reaching a final decision regarding the dispute.
- B. If the Council does not provide comments regarding the dispute within 30 days after receipt of adequate documentation, FTA may render a decision regarding the dispute. In reaching its decision, FTA will take into account all comments regarding the dispute from the Parties to the Agreement.
- C. FTA's responsibility to carry out all other actions subject to the terms of this Agreement that are not the subject of the dispute remain unchanged. FTA shall notify METRO and SHPO of its decision in writing before implementing that portion of the Project subject to dispute under this stipulation. FTA's decision will be final.

VII. AMENDMENTS AND NONCOMPLIANCE

If any signatory to this Agreement, including any invited signatory, determines that its terms will not or cannot be carried out or that an amendment to its terms must be made, that Party shall immediately consult with the other Parties to develop an amendment to this Agreement pursuant to 36 CFR § 800.6(c)(7) and 800.6(c)(8). The amendment will

be effective on the date a copy signed by all of the original signatories is filed with the Council. If the signatories cannot agree to appropriate terms to amend the Agreement, any signatory may terminate the Agreement in accordance with Stipulation IX below. Notwithstanding the foregoing, changes in technology and design refinements of a minor nature may be accomplished, at the discretion of the Parties, through a letter agreement signed by all the Parties.

VIII. TERMINATION

If the Agreement is not amended following the consultation set out in Stipulation VII, it may be terminated by any signatory or invited signatory. Within 30 days following termination, the FTA shall notify the signatories if it will initiate consultation to execute an agreement with the signatories under 36 CFR § 800.6(c)(1) or request the comments of the Council under 36 CFR § 800.7(a) and proceed accordingly.

Execution of this Amended Memorandum of Agreement by FTA, METRO and SHPO, the submission of documentation and filing of this Amended Memorandum of Agreement with the Council pursuant to 36 CFR § 800.6(b)(1)(iv) prior to FTA's approval of the Project, and implementation of its terms constitutes evidence that METRO has taken into account the effects of these Project on historic properties and afforded the Council an opportunity to comment.

SIGNATORIES TO AMENDED MEMORANDUM OF AGREEMENT

FEDERAL TRANSIT ADMINISTRATION

BY: 
Robert C. Patrick
Regional Administrator, Region VI

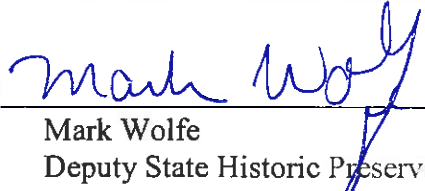
DATE: 5/7/09

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

BY: See attached Signature Page
Frank J. Wilson
President & Chief Executive Officer

DATE: _____

TEXAS STATE HISTORIC PRESERVATION OFFICER

BY: 
Mark Wolfe
Deputy State Historic Preservation Officer

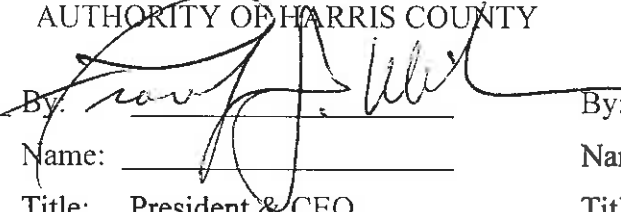
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METRO Signatures for:

**AMENDED MEMORANDUM OF AGREEMENT
AMONG
THE FEDERAL TRANSIT ADMINISTRATION,
THE TEXAS STATE HISTORIC PRESERVATION OFFICER, AND
METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS,
SUBMITTED TO THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
PURSUANT TO CFR §800.6(b)(1)(iv)
REGARDING THE UNIVERSITY CORRIDOR FIXED GUIDEWAY PROJECT
IN HOUSTON, TEXAS
MARCH 2009**

METROPOLITAN TRANSIT
AUTHORITY OF HARRIS COUNTY

ATTEST:

By:  _____

By: _____

Name: _____

Name: _____

Title: President & CEO

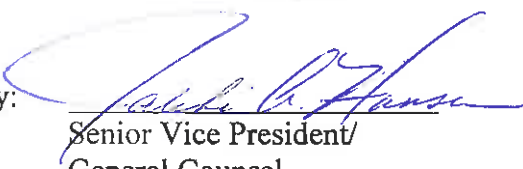
Title: Assistant Secretary

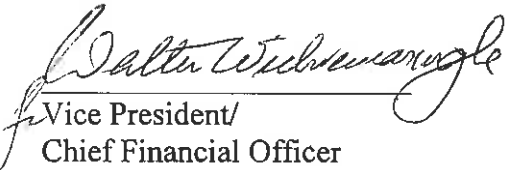
Date: _____

Date: _____

APPROVED AS TO FORM:

APPROVED:

By:  _____
Senior Vice President/
General Counsel

By:  _____
Vice President/
Chief Financial Officer

ATTACHMENT A

Attachment A

The University Corridor is an east-west project located near Downtown Houston. The proposed project extends approximately 11.3 miles east from the Hillcroft Transit Center to the Eastwood Transit Center within the City of Houston, Harris County, Texas. The proposed action is the implementation of high capacity transit service in the form of light rail transit (LRT) within the University Corridor. The LRT is generally proposed to be at grade in City of Houston street right-of-way and METRO-owned Westpark right-of-way with limited sections of elevated structure. The logical termini for the project are from Hillcroft Transit Center to the Eastwood Transit Center. Though planned as a part of an integrated transit system, the proposed project exhibits independent utility without the benefits of the implementation of other programmed fixed guideway service. The proposed project has independent utility because the project would function as a usable LRT line, does not require the implementation of other fixed guideway projects to operate, and would not restrict the consideration of alternatives for other foreseeable transportation improvements. The University Corridor could provide connections with the planned Southeast LRT Line, the METRORail Red Line, and the planned Uptown/Galleria LRT Line.

ATTACHMENT B

Attachment B

University Corridor Area of Potential Effect (APE)

The project area covers an 11.3-mile corridor near downtown Houston, from the University of Houston to the Uptown/Galleria area. The project area is bound by Calhoun Street on the east, Chimney Rock Road on the west, Westheimer Road on the north and Bissonnet Road on the south.

The project area west of Main Street includes residential neighborhoods dating from the early 20th century, retail commercial development and office commercial developments. The southern alternative alignment and cross-over alternatives closely relate to the U.S. 59 Southwest Freeway and associated industrial/commercial/residential development.

The project area located southeast of downtown Houston and known as Third Ward, was one of the earlier African-American communities formed after the emancipation of slaves on June 19, 1865. Although primarily a residential area, businesses and institutions also developed here. It is the home of Texas Southern University, the first state-supported institution in the City of Houston and the first to house a law school for African-Americans (<http://www.tsu.edu/about/history/>). Four other institutes of higher learning, Rice University (1912), the University of Houston – central campus (1927), St. Thomas University (1945), and the Houston Community College – central campus (1971) are also located in this project area. Another institution to develop in this area is the Houston Negro Hospital. Officially opened in July 1926, it was the first nonprofit hospital for African-American patients in Houston and allowed admitting privileges for African-American doctors. Closely related to the hospital was the Houston Negro School of Nursing, which opened in 1931, but closed by 1935 due to the lack in the number of patients (TSHA). Emancipation Park is also located in the project area and is one of the city's earliest parks. Donated in 1872 by prominent African-American civic leader, the Reverend Jack Yates and other former enslaved people, it was purchased as a site for Juneteenth celebrations and is still in use today

The APE will include adjacent parcels of at-grade project activities, parcels within 200 feet of grade-separated locations, and one block in all directions surrounding station locations.

FEIS Comments and Responses

ID #	Name	Contact Method	Summary of Comment	Response
AGENCY COMMENTS				
1	Jim Harrison, Director Intergovernmental Relations Division TCEQ P.O. Box 13087 Austin TX 78711-3087	Letter to METRO 01/28/10	TCEQ does not anticipate significant long-term environmental impacts as long as construction and waste disposal activities associated with it are carried out in accordance with applicable local, state and federal environmental permits and regulations. Recommend that best management practices are utilized to control runoff during construction to prevent detrimental impact to surface and ground water.	Comment noted.
2	Mayra G. Diaz, Natural Hazards Program Specialist, U.S. Dept. of Homeland Security, FEMA-Region VI Mitigation Division 800 North Loop 288 Denton, TX 76209-3698	Letter to METRO 02/04/10	Requested that the County floodplain administrator be contacted for the review and possible permit requirements for this project.	FEIS document was distributed to Mike Talbott at the Harris County Flood Control District (HCFCD) for review. Coordination with HCFCD is on-going process as project progresses.
3	Amy Hanna Wildlife Habitat Assessment Program Wildlife Division Texas Parks & Wildlife 4200 Smith School Road Austin, TX 78744-3291	Letter to METRO 02/08/10	<p><u>1. Vegetation Impacts</u> According to the FEIS, Segment II of the LPA would require the removal of 197 trees and Segment III would require the removal of 89 trees. <i>Recommendations:</i> TPWD recommends the clearing of mature, native trees be avoided. Loss of vegetation should be minimized by using site planning and construction techniques designed to avoid and preserve existing trees, shrubs, grasses, and forbs. <i>Recommendations:</i> TPWD recommends transplanting the existing trees or replacing them at a ratio of 3 saplings for every tree lost. Whether transplanted or replaced, a survival of 85% should be achieved. TPWD recommends that native plant and forage species that are beneficial to wildlife endemic to the area be used in mitigation and landscaped areas.</p> <p><u>2. Migratory Bird Treaty Act</u> The Migratory Bird Treaty Act (MBTA) provides for a year round closed season for non-game birds and prohibits the taking of migratory bird nest, eggs, except as permitted by the U.S. Fish and Wildlife Service. <i>Recommendation:</i> Construction activities such as, but not limited to, tree felling as well as vegetation clearing, trampling, or maintenance should occur outside the April 1- July 15 migratory bird nesting season of each year the project is authorized and lasting for the life of project. To comply with the MTBA, the proposed site should be surveyed for migratory bird nest sites prior to construction or future maintenance activities. Since raptors nest in late winter and early spring, all construction activities as identified above should be excluded from a minimum zone of 100 meters around any raptor nest during the period of February 1- July 15.</p> <p><u>3. Revegetation</u> <i>Recommendations:</i> TPWD recommends that disturbed soils be reseeded with a mixture of grasses and forbs native to Harris County. To enhance native grasses available to wildlife in the project area, TPWD recommends that Bermuda grass be avoided to the extent possible in reseeding efforts, though TPWD understands that slopes may require certain grasses to control erosion.</p>	<p>1. METRO's first effort is to protect and preserve as many trees as possible. The second is to replace the trees that are removed in accordance with the City of Houston requirements.</p> <p>2. As discussed in section 4.3.3 of the FEIS (page 4-11), the project is fully within a highly urbanized environment with minimal wildlife habitat available. A cursory nest survey was conducted during initial environmental investigations. No colonies or rookeries were observed. Further, section 4.3.5 of the FEIS (page 4-13) states that in accordance with the Migratory Bird Treaty Act of 1918, to avoid affects to migratory birds and their habitat, clearing will be done outside of migratory bird nesting season. Measures will be taken to avoid causing impacts to migratory birds, their occupied nests, their young and their eggs. In accordance with the MBTA, to avoid affects to migratory birds and their habitat, the clearing of the existing right-of-way will be done outside of migratory bird nesting season. The Texas Parks & Wildlife recommendation is noted and METRO will coordinate with the Texas Parks & Wildlife should migratory birds and raptor nests be found within 100 meters of the project.</p> <p>3. Recommendation noted. METRO will address this recommendation in the next phase of the project development.</p>
4	Thomas W. Jacobs Real Estate Specialist United States Postal Service P.O. Box 667180 Dallas TX 75266-7180	Letter to METRO 02/09/10	Concerned about potential adverse effect on the USPS University Station located at 1319 Richmond Ave. Request more detailed information about the plans and schedule.	On 1/20/10, the University Corridor FEIS Executive Summary and CD were hand delivered to the US Post Office at 1319 Richmond Avenue. Twana Bowman, the postal clerk on duty, signed for the Executive Summary and CD. The CD included the engineering drawing for the project. The FEIS drawings currently show the potential property impacts at 1319 Richmond as a corner clip of approximately 139.88 sq. ft. and an acquisition of 265.83' with a depth of 2.33'

ID #	Name	Contact Method	Summary of Comment	Response
				along Richmond Avenue. The drawings in the FEIS document are at a 30% design level and subject to refinement as additional engineering is completed. Construction along the University Corridor will be scheduled following the completion of the NEPA process.
5	Carl P. Carlucci, Ph.D., Executive Vice Chancellor Administration and Finance, University of Houston System and Executive Vice President, Administration and Finance, University of Houston 226 E. Cullen Building Houston, TX 77024-2106	Email to METRO 02/19/10	Proposed ROW would displace a child care facility, two athletic fields, and possibly a police station and a baseball stadium on the University of Houston Campus. While the actual track bed may not run through the child care facility, the regular running of trains within a very short distance of an active child care center will never be acceptable to the parents of these children.	Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. The University LRT alignment does not impact any structures (buildings) on University of Houston property. METRO is designing the University Corridor LRT to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment predominately uses existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.
6	Daniel R. Menendez, P.E. Deputy Director Engineering and Construction Division City of Houston	Letter to METRO 02/28/10	<p>1. Section 4.10.4 – The 66 inch waterline along the University Corridor is a critical City facility. Any relocation or adjustment to the 66-inch waterline requires an extensive amount of planning and coordination and can only be conducted during specific periods of the year. Modifications must ensure that the life long integrity of the utility is not compromised, and the ability to safely maintain and continued operation is successful. The City is currently installing a dynamic monitoring system to aid in the detection of potential problems with the 66-inch waterline. Additionally, the 66-waterline has an impressed current cathodic protection system designed to extend the useful life of the line. METRO will need to closely work with the City to ensure METRO's operations do not alter the current protection system. The City has not received the details of the background analysis referenced by METRO, however looks forward to reviewing the findings articulated in the FEIS.</p> <p>2. Section 6.3.3 – METRO notes that a traffic plan will be developed. The City will review the traffic management plan in order to assess the impacts and mitigation including vehicular traffic and pedestrian safety.</p> <p>3. Section 2.2.3.3 would seem to indicate no reduction in lanes although later this document does show lane reduction.</p> <p>4. Section 6.2.2 speaks of using the TAZs from H-GAC. TAZs within the City and specifically inside the Loop have been updated within the last year to year and one half. The modeling used for the FEIS may need to be updated to reflect the new TAZs.</p> <p>5. Section 6.1.3.3 specifically mentions barrier separated right-of-way. This is not what has been proposed on the other routes, and was not expected. The City will want to discuss the use of these barriers further.</p>	<p>1. The City of Houston received the engineering report on the 66 inch waterline at the December 14, 2007 City Council meeting. Copies were provided to the Mayor and City Council Members as well as senior City engineering staff. There have been several meetings between METRO and the City of Houston regarding the 66 inch waterline subsequent to the December 14, 2007 Council meeting. Specifically, METRO and the City met on February 18 and 27, 2008 to gather facts about the City of Houston's Public Works Department's thinking on the assessment and modifications they expect to be done on the 66 inch water main. On May 6, 2009, METRO sent via email a structural analysis report of the LRT on the 66 inch waterline along the University Corridor. The email transmittal also served as a meeting invitation to discuss this report set for May 14, 2009. METRO looks forward to continued discussions with the City of Houston Public Works Department regarding the 66 inch waterline and the University Corridor LRT project.</p> <p>2. Comment noted. In the FEIS and well as the Mitigation and Monitoring Plan, the following was committed to by METRO: METRO will require the contractor to comply with appropriate state and local requirements concerning the closing of roadways.</p> <p>3. Section 2.2.3.3 does describe accurately the roadway modification anticipated with the Locally Preferred Alternative, as stated in the FEIS: "No roadway modifications were proposed with the three west corridor Build Alternative alignments on Richmond Avenue and Montrose Boulevard where the existing numbers of lanes were maintained. Cummins Street was to be reduced to one lane in each direction under both the LRT and BRT-Convertible Build Alternative scenarios. Roadway modifications were proposed with the three east corridor Build Alternatives. Specifically, Wheeler Street, Alabama Street, and Ennis Street were to be reconfigured to include one through lane in each direction and one parking lane. Currently each of these streets is two lanes in each direction with parking in the curb lane. No modifications to Elgin Street were anticipated."</p> <p>4. The modeling work for the FEIS used the latest planning assumptions as defined by H-GAC including their current TAZ structure.</p> <p>5. Comment noted. Section 6.1.3.3 does describe the guideway as "barrier-separated", as follows: <ul style="list-style-type: none"> • In both the LPA and other Build Alternatives considered, LRT or BRT vehicles would operate on barrier-separated, semi-exclusive right-of-way allowing for </p>

ID #	Name	Contact Method	Summary of Comment	Response
			<p>6. Figure 6-21 may need to be updated, along with other items associated with the modeling, as the result of the Katy Freeway opening. The opening of the Katy Freeway has had a significant impact on the traffic along the West Park Toll Road and US-59 inside the Loop. During construction of I-10 a great deal of traffic from western Harris and northeastern Fort Bend Counties diverted to these routes.</p> <p>7. Section 6.2.3.2 indicates the loss of some lanes east of Main Street (the study mentions an existing two lanes in each direction with on street parking). In many cases, the parking is restricted by the time of day. There is concern with the reductions and the transformation of a two way street to a one way one lane street without access to a full traffic impact analysis. The City will review this analysis once provided.</p> <p>8. Section 6.2.3.2 discusses the HOV lanes. However, there is no discussion of the planned conversion to HOT lanes. The impact of this conversion on ridership and congestion in the area needs to be considered.</p> <p>9. Section 6.2.3.2 discusses the extensive use of 10 foot travel lanes. 10 foot travel lanes do not meet the City's standard of 12 feet. AASHTO's publication "Policy on the Geometric Design of Highways and Streets" indicates that 10 foot lanes should not be used under normal circumstances and particularly not in areas with substantial truck traffic (a standard semi is 8'wide with two mirrors extended 18" out from each side for a total width of 11').</p> <p>10. On page 6-44 it states that u-turns for trucks and buses are not being accommodated. Considering the reduced access, this is of concern since drivers will likely try and make the movement anyway particularly if they are not familiar with the area.</p> <p>11. The FEIS speaks extensively about the use of TSP. Metro should not assume that the City will allow TSP (early greens, holding of the green or pre-emption) at the majority of locations. Specific intersections of concern are at Hillcroft, US-59, IH610, Kirby, Shepherd, and Montrose. The City currently feels that the use of TSP extensively will have an adverse impact on the progression of motor vehicle traffic on corridors.</p> <p>12. The City is also concerned with the at-grade crossings. We feel that the LRT should move with the vehicular traffic on the parallel roadway in order to not disrupt progression along north/south corridors that are important to the City. Some the locations that we are the most concerned with are Hillcroft, US-59, Rampart, Fountain View, Chimney Rock, Rice, IH-610, Newcastle, and Wesleyan. We feel that if the LRT significantly</p>	<p>cross street traffic at selected intersections.</p> <p>Section 6.2.3.3 also describes the "barrier-separated" nature of the guideway and the safety reasons for them, as follows:</p> <ul style="list-style-type: none"> • The LRT within the median will necessitate the closure of all existing median openings, except at signalized intersections. • Left-turns and U-turns along the street will only be allowed at signalized intersections under the protection of a left-turn signal phase. Hardscape elements in the median will create a barrier to crossing traffic and pedestrians except at signalized intersections. This street modification will be necessary to provide for the safe interface between fixed guideway vehicles and vehicular/pedestrian traffic that will cross the guideway. <p>The "barrier-separated" features would be similar to the pavement buttons and/or post and cable fencing (at stations) used on the METRO Rail Red line. As the design process proceeds for the University Corridor, METRO will continue to work with the City.</p> <p>6. Figure 6-21 is a snap shot in time of the highway system for the metropolitan area. Updated traffic speed maps from the Texas Department of Transportation may be found at: http://traffic.houstontranstar.org/map_archive/map_archive.aspx. Model results reflect the use of H-GAC approved 2030 highway and transit networks. The highway networks reflect the improvements to the Katy Freeway and the subsequent shifts in traffic patterns.</p> <p>7. METRO will complete a Traffic Impact Analysis for the entire corridor once the final signal locations and signing and striping plans are completed. METRO will continue to coordinate with the City prior to completion of the TIA.</p> <p>8. The conversion of HOV lanes to managed lanes (HOV/Toll lanes) is included in H-GAC's 2035 highway network and has therefore been accounted for in the impact analysis for the University Corridor FEIS.</p> <p>9. Use of 10' lanes have been minimized to provide a balanced solution between minimizing ROW takes, maintaining vehicular and pedestrian traffic, and providing transit alternatives. All traffic lane configurations are in accordance with the Consent Agreement for Phase II METRO Rail and the METRO Solutions Plan. METRO will continue to coordinate the final lane width configurations with the City.</p> <p>10. Along the urban arterial streets within the METRO LPA corridor low truck and bus volumes are anticipated. Also, trucks and buses will be able to make left turns at the existing and proposed signalized intersections which should provide sufficient access or secondary routes to their destinations. The grid roadway network pattern in the area provides multiple route options for people to travel to their destination without having to make a u-turn.</p> <p>11. METRO will coordinate with the City of Houston on a case by case basis.</p> <p>12. In the western portion of the University Corridor METRO is not running in the street but rather in METRO owned ROW south of Westpark Dr. FEIS traffic studies found that the grade crossings LOS in both the 2030 No Build analysis and 2030 Build analysis will be a Level of Service F at Hillcroft, US-59, Rampart, Fountain View, Chimney Rock, Rice, IH-610, Newcastle, and Wesleyan. It should also be noted that METRO LPA will increase the bi-directional passenger capacity along the university corridor to a maximum of 4000</p>

ID #	Name	Contact Method	Summary of Comment	Response
			<p>modifies the normal traffic, the overall traffic conditions in the Western part of the city can be greatly overwhelmed by the operation of LRT system.</p> <p>13. On page 6-51, the FEIS states that the LPA (including the use of TSP) will not significantly impact the roadway system. The City strongly disagrees with this and the assumptions made. The City believes this is being made based on the LOS at the intersections. We feel that a more careful examination of the data and particular the delay will indicate a significant impact with TSP.</p> <p>14. Section 6.2.5 Mitigation indicates the need for the installation of 38 new traffic signals as a mitigation measure. The City withholds judgment and approval until more data can be provided. No warrant studies have been provided to date. The City will not approve the installation of any signal that it does not feel is justified and does not meet at least one of the eight warrants found in the TMUTCD. A more in depth traffic study will be required before the City of Houston can agree to any of these signals.</p> <p>15. The City of Houston's Urban Corridor Plan must be referenced during the design and construction of the University Corridor so that it integrates with the goals and objectives set by this City wide plan to the greatest extent possible.</p>	<p>passengers per hour which equates to an increase in the overall system capacity equivalent to 1 roadway lane each direction. It is anticipated that the METRO University LRT will improve overall mobility and throughput capacity between the major traffic generators and attraction zones in the western part of the city along the Corridor.</p> <p>13. It should be noted that METRO LPA will increase the bi-directional passenger capacity along the university corridor to a maximum of 4000 passengers per hour which equates to an increase in the overall system capacity equivalent to 1 roadway lane each direction. It is anticipated that the METRO University LRT will improve overall mobility and throughput capacity between the major traffic generators and attraction zones in the western part of the city along the Corridor.</p> <p>Level of Service (LOS) is the standard method for analyzing the number of vehicles versus the capacity for vehicles at street intersections. METRO will continue to coordinate with the City regarding the use of TSP. Per Section 9.3.1 of the Consent Agreement between the City of Houston and METRO:</p> <p>"The City and METRO will designate Traffic Signal System coordinators who will work together to optimize mobility along the Transit Corridors to optimize rail, auto and pedestrian traffic. If either coordinator notifies the other of a delay in train or traffic movements in excess of 15% of the mutually agreed level of speed for trains and traffic movement, the coordinators will promptly meet and consider Traffic Signal System control initiatives that will eliminate or mitigate the delay(s).</p> <p>14. METRO will provide the Signal Warrant Analyses as design progresses and will coordinate with the City of Houston on signal locations. (Engineering to revisit)</p> <p>15. The Consent Agreement executed between METRO and the City of Houston includes provisions whereby the objectives of the Urban Corridor Plan will be addressed to the greatest extent possible during the design and construction of the University Corridor Project. Both METRO and the City of Houston share a common goal of creating the optimal blend of transit, automobile and pedestrian mobility in the corridor while minimizing community impact. METRO will work together with the City of Houston to address concerns with the Urban Corridor Plan and the University Corridor project.</p>
7	Joe Turner Director Parks and Recreation Department City of Houston 2999 South Wayside Houston, TX 77023	Letter to METRO 03/08/10	We are agreeable to the proposed project – there will not be any taking of park land.	Comment noted.
PUBLIC COMMENTS				
8	Linda Lively Madison Place Townhomes (Kirby and Richmond) 3600 Lake Street Houston, TX 77098	Phone call to METRO 01/21/10	<p>1. How many Madison Place properties are going to be impacted by acquisition?</p> <p>2. Concerns she raised during the DEIS have not been addressed since the median at Richmond and Lake Street is to be closed and left turns would not be possible.</p>	<p>1. The FEIS drawings do not show impact to any residences at Madison Place. Potential right-of-way impact is currently shown as an acquisition of an area of approximately 123.86 sq. ft. (0.80' by 268.98') of the common area facing Richmond Avenue. The drawings in the FEIS are at 30% design and subject to refinement as additional engineering is completed. Therefore, as the engineering work proceeds, property impacts may change. METRO is committed to minimizing the right-of-way required to construct the University Corridor LRT.</p> <p>2. As provided in response TR-10 on page 11-84 of the FEIS, a traffic signal is proposed at Kirby Drive and Norfolk Street to provide access westbound on Richmond Avenue to drivers on Lake Street. This will allow traffic to turn left onto Kirby Drive and then left onto westbound Richmond Avenue.</p>

ID #	Name	Contact Method	Summary of Comment	Response
9	Marcus Duffel Westheimer Alabama Montrose Mulberry Civic Association 3610 Graustark St. Houston, TX 77006	Letter to METRO 01/23/10	Interested in the status and progress of the University Corridor light rail project. Requested copy of Executive Summary.	Copy of Executive Summary mailed 01/29/10.
10	Katherine Krehbiel	METRO On-line Form 01/26/10	<p>1. In Chapter 11, I could not locate the BH responses, nor could I locate response PI-9.</p> <p>2. Blocking Lake Street to through traffic where it crosses Richmond would be terribly disruptive to residents and businesses on Lake Street and adjoining streets, decreasing mobility and increasing travel time and congestion in the area.</p> <p>3. This project is ridiculously expensive.</p>	<p>1. "BH" is a typographical error. Responses may be found in the "B" section Urban Forestry, Biology and Habitat. Comment numbers are correct. "PI-9" is also a typographical error and should have been "PI-5."</p> <p>2. As provided in response TR-10 on page 11-84 of the FEIS, a traffic signal is proposed at Kirby Drive and Norfolk Street to provide access westbound on Richmond Avenue to drivers on Lake Street. This will allow traffic to turn left onto Kirby Drive and then left onto westbound Richmond Avenue.</p> <p>3. As provided in response F-7 on page 11-120 of the FEIS, the cost-effectiveness of the University Corridor LPA, selected by the METRO Board of Directors on October 18, 2007, will be evaluated based on FTA New Starts criteria and performance measurements. The cost-effectiveness evaluation will be submitted to FTA for review and approval.</p>
11	Gayla Hamilton	METRO On-line Form 01/26/10	When is a meeting going to be scheduled for viewing the large maps, etc. for the University Line during the FEIS thirty day comment period?	No additional public meetings on the FEIS are planned by METRO. There has been an extensive public outreach process for the University Corridor. Public information activities through public meetings, presentations, and other meetings have been undertaken to inform residents and provide the opportunity for participation in defining the project's purpose and need, project evaluation, project planning, alternatives development, station locations, and environmental issues. The process has informed the affected residents of the relative impacts from the various options (alignment routes, vertical and horizontal alignments, station locations, etc.). Public presentations have been given to community groups, civic organizations, municipal officials, and regional, state, and Federal agencies. Community outreach included 68 formal stakeholder meetings, seven public meetings, two public hearings, and over 14 small group and one-on-one meetings. All questions and comments that METRO received during the 45-day comment period for the Draft Environmental Impact Statement (DEIS) have been responded to in the FEIS. We are currently in the 30-day circulation period for the FEIS. At the conclusion of the 30-day circulation period the Federal Transit Administration will consider issuing a Record of Decision providing the University Corridor light rail project final environmental clearance. Citizens can view the engineering drawings included in the FEIS online at http://www.metro-solutions.org/go/doc/1068/112145/ and a copy is available at the local public library. A copy of the University Corridor FEIS Executive Summary and a CD with the engineering drawings were mailed to Ms. Hamilton on 1/18/10.
12	Sam Akers 2219, 2223, 2227 Richmond Houston, TX	Email to METRO 01/27/10	<p>1. What is the extent of the takings on 2219, 2223, 2227 Richmond?</p> <p>2. Why has Metro not scheduled a public meeting to explain the real estate maps and to answer questions from the public?</p> <p>3. Will there be a traffic signal in front of the subject property?</p>	<p>1. As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, it is anticipated that eight to nine feet in width along Mr. Akers' properties will need to be acquired. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>2. No additional public meetings on the FEIS are planned by METRO. For additional information, see response above for ID#11.</p> <p>3. Traffic signals are proposed on Richmond Avenue at the following locations adjacent to the subject property: Morningside, mid-block between Morningside and Greenbriar, and Greenbriar.</p>
13	Cynthia Ashby	METRO On-line Form 01/28/10	Where can I find information about the plans for Richmond Avenue rail route and impacts?	The FEIS is available on-line at the following link on METRO's web site: http://www.metro-solutions.org/go/doc/1068/112145/
14	Michael Wolford	METRO On-line Form 01/30/10	<p>1. What will the configuration of the Wheeler Station be and will there be a way that the trains could switch directions at Wheeler?</p> <p>2. Where is website with drawings of the new Wheeler Station layout?</p>	<p>1. The University Line will have one large center platform located adjacent to Wheeler. Patrons will have to transfer between the University line and the METRO Rail Red line.</p> <p>2. Preliminary drawings of the University Corridor can be found on the METRO Solutions website www.metro-solutions.org. The University Corridor Engineering Drawing may be found in Volume III of the FEIS.</p>

ID #	Name	Contact Method	Summary of Comment	Response
15	Kathleen Scarborough	Phone call to METRO 02/01/10	1. Will the new rail travel along Richmond? Hope it will provide better transportation. 2. Would like METRO to keep dust down during construction.	1. The University Corridor LRT will operate on Richmond Avenue between Cummins Street and Spur 527. 2. As provided in response CI-4 on page 11-125 of the FEIS, METRO would require the contractor to comply with appropriate Federal, state, and local regulations concerning construction equipment emissions and the generation of dust from construction activities.
16	Mrs. Avon S. Duson 5218 Pine Forest Road Houston, TX 77056	Letter to FTA 02/01/10	1. People's lives and their physical property are dramatically changed and not for the better, but for the worse. 2. Congestion automatically increases chances for criminal activity. 3. Will a sufficient number of riders make this rail practical? 4. Why has Afton Oaks been spared? Would not the same reasons apply to the more Eastern End of Richmond? 5. Because there must be a better way to bring people into a commercial-neighborhood setting without spending vast amount of money and taking up half the street, cutting into yards and all with lots of noise. 6. Who benefits? The museums?	1. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. 2. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. Please see response to comment SS-5 on page 11-74 of the FEIS. 3. Please see response to TR-36 on page 11-89 of the FEIS. 4. Section 2.1 of the FEIS presents alternatives previously considered and the reasons for elimination of alternatives. Specifically, Table 2-3 on page 2-16 of the FEIS presents the reasons for eliminating the Richmond/Westpark (Sage) alternative from consideration. This alternative would have passed Afton Oaks on Richmond Avenue. 5. Section 1.6 of the FEIS presents the purpose of the proposed light rail project. 6. Section 6.1.3.4 of the FEIS presents the transit user benefits of this light rail project.
17	Paula Stern 2234 Richmond Houston, TX	Phone call to METRO 02/01/10 and 02/03/10	1. Is 2234 Richmond going to be acquired? 2. Will access be affected? 3. When will construction begin?	1. As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, it is not anticipated that the subject property will be impacted by any acquisition or relocation. 2. There will be traffic signals on Richmond Avenue at the following locations adjacent to the subject property: Morningside, mid-block between Morningside and Greenbriar, and Greenbriar. 3. Construction along University Corridor will be scheduled following completion of the NEPA process. When METRO receives a Record of Decision from FTA METRO will be able to move forward with construction ground work such as utility relocations.
18	O.N. Baker Freeway Properties, LTD 8554 Katy Freeway-301 Houston, TX 77024	Letter to METRO 2/01/10	1. The a) noise, b) congestion, c) vibration and d) safety issues from this construction and operation will render my shopping center unleaseable.	1. a) <u>Noise</u> : Table 3-18 on page 3-64 indicates that 3809 Southwest Freeway is a commercial use which will require a partial acquisition and nine relocations, with one structure being displaced. The remaining structure would be located 100 feet or more from the proposed alignment. Table 6-37 on page 6-66 indicates that 3809 Southwest Freeway will have 133 parking spaces eliminated (129 public spaces and 4 disabled spaces). The commercial uses on this property are not considered to be noise sensitive land uses. Noise is already an existing consideration given that the property fronts on U.S.59 and backs onto Westpark Drive. A noise measurement site was located in close proximity to the subject property (LT1-W, page 4-32 and 4-38). The measurement location description is as follows: "Westpark Drive Corridor: 3762 Childress Street: Noise monitor was positioned at a single-family residence behind an eight-foot stockade fence in the middle of their backyard. The fence had visible gaps and is estimated to provide minimal acoustic shielding from motor vehicles on Westpark Drive and U.S. 59. Noise sensitive land uses in the area includes single family residences on Childress Street, multi-family residences on Westpark Drive. This location is considered to be representative of the noise environment along Westpark Drive between Edloe Street and the UPRR." At locations where the proposed alignment is on aerial structure, no impact is projected due to the noise reduction provided by a 4.5 foot barrier which is part of the aerial structure design (page 4-55). b) <u>Vibration</u> : A vibration measurement site was also located near the property (V4, page 4-61). The measurement location description is as follows:

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			<p>2. Will TxDOT allow METRO to cross TxDOT facilities?</p> <p>3. Are right-of-way impacts preliminary and subject to change as the project proceeds?</p> <p>4. Why not use the existing bridge at Edloe?</p>	<p>"Edloe Street and Westerman Street: Transfer mobility was measured at Edloe Street and Westerman Street. This location is representative of the Richmond Avenue and Westpark Corridors between Greenbriar."</p> <p>No potential vibration impact has been identified at this location.</p> <p>c) <u>Congestion:</u> The existing number and width of travel lanes will be maintained on both Westpark Drive and the U.S. 59 eastbound frontage road (Table 6-28, p. 6-39). Congestion at the closest intersection in the area (Westpark and Wesleyan) in 2030 will be essentially the same (Level of Service (LOS) E/F) if the project is built or not (Table 6-32, p. 6-54), and may be improved if more travelers use the rail line. Short-term construction-related impacts are addressed in each impact section or chapter of the FEIS. Section 6.2.4 (p. 6-59) addresses short term construction effects on roadways, and section 6.3.3 (p. 6-70) addresses short-term construction effects on other transportation facilities and services. Detailed responses to comments received on the Draft EIS regarding construction impacts are found in Chapter 11, section 11.3.27 (pp. 11-123 through 11-127).</p> <p>d) <u>Safety:</u> Safety and security are addressed in Section 3.7; long-term effects are addressed in section 3.7.3 (p. 3-113), and short-term construction-related effects are addressed in section 3.7.4 (p. 3-115). Detailed responses to comments received on the Draft EIS regarding safety impacts are found in Chapter 11, section 11.3.10 (pp. 11-72 through 11-74).</p> <p>2. METRO and the Texas Department of Transportation (TxDOT) have been coordinating on permit and agreement requirements for all places where the University Corridor alignment interfaces with a TxDOT facility. TxDOT is fully aware of all University Corridor crossings of TxDOT facilities including U.S. 59. The two agencies are finalizing an agreement for all METRO Solutions corridors, and the coordination between the agencies will continue as the design of the University Corridor progresses.</p> <p>3. The right-of-way property listing is preliminary and is subject to change as the design of the project proceeds into final design (Section 3.3.3, page 3-63). Should significant changes in right-of-way requirements result from final design, the impacts would be addressed in the appropriate level of supplemental National Environmental Policy Act (NEPA) review and documentation, as determined by the Federal Transit Administration.</p> <p>4. This alternative was considered as part of the DEIS. The Edloe alignment was not recommended for the following reasons (see FEIS pages 2-16):</p> <ul style="list-style-type: none"> • Loss of joint development opportunities with Greenway Plaza. • Direct conflict with entrance and exit to U.S. 59 HOV lane. • Would require reduction of traffic lanes on Edloe Street or a rebuild of Edloe Street structure to accommodate both traffic and LRT. • Would further complicate non-standard intersection of Westpark Drive and Edloe Street. • Intersection of Westpark Drive and Edloe Street has existing severe traffic congestion; turn from Richmond Avenue to Edloe Street would exacerbate the congestion.
19	Shawn Baksh Attorney at Law Trotwood Realty Houston, TX	Email to METRO 0 2/02/10 0 2/04/10 Phone call to METRO 02/04/10	<p>1. Will the following properties be impacted by acquisition/displacement?</p> <ol style="list-style-type: none"> 1. 1742 Richmond 2. 1744 Richmond 3. 4403 Caroline 4. 1314 Wheeler 5. 4402 Crawford 6. 4404 Crawford 7. 4406 Crawford 8. 4408 Crawford 9. 4410 Crawford 	<p>1. As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, the following impacts are anticipated:</p> <ol style="list-style-type: none"> 1. 1742 Richmond – 4' by 50' (193.36 SF) 2. 1744 Richmond – 4' by 50' (183.66 SF) 3. 4403 Caroline – 1.5' by 40.25' (30 SF) 4. 1314 Wheeler – 3.3' by 50.42' (121.35 SF) 5. 4402 Crawford – 8.42' by 32.5' (270.10 SF) 6. 4404 Crawford – 8.16' by 29' (231.70 SF) 7. 4406 Crawford – 7.91' by 29' (226.55 SF) 8. 4408 Crawford – 7.67' by 29' (220.30 SF) 9. 4410 Crawford – 7.50' by 30.50' (224.50 SF) <p>All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p>

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			<p>2. What is the current status of right-of-way acquisitions on the North Corridor in comparison to the current status of the University Corridor?</p> <p>3. What is the schedule for acquisition for the University Corridor?</p> <p>4. Is it possible that the alignment for the University Corridor might change?</p>	<p>2. Most of the right-of-way for the North Corridor had been purchased. By comparison, no right-of-way has been purchased for the University Corridor.</p> <p>3. Before METRO can proceed with purchasing right-of-way for the University Corridor, the Federal Transit Administration must issue a Record of Decision (ROD), which may come in the spring of 2010.</p> <p>4. The Locally Preferred Alternative (LPA) has been approved by the METRO Board of Directors. The LPA alignment and its potential impacts are detailed in the University Corridor FEIS. The drawings in the FEIS are at 30% design and subject to refinement as additional engineering is completed. However, a change to the LPA alignment would require METRO Board approval and would likely be subject to additional environmental documentation as directed by the Federal Transit Administration.</p>
20	Judy Adams 702, 706 & 710 Richmond Avenue, Houston, TX	METRO On-line Form 02/05/10	<p>1. Request information regarding proposed land acquisition at 702, 706 & 710 Richmond Avenue.</p> <p>2. Will there be loss of parking at 710 Richmond (Foelber Studio)?</p> <p>3. Will Metro construct new sidewalks along Richmond and if so, how wide are they going to be?</p> <p>4. Are any proposed takings on Greeley Street?</p>	<p>1. As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, the following impacts are anticipated:</p> <ul style="list-style-type: none"> - 702 Richmond - 7.78' wide by 49.62' in length (386.04 SF). - 706 Richmond - 7.51' in width by 50.19' in length (376.93 SF). - 710 Richmond - 5.58' in width by 50.33' in length (280.84 SF). <p>All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>2. According to Table 6-37: Parking Spaces Eliminated Under the LPA, 6 parking spaces would be eliminated at 702 Richmond Avenue and a planner may be able to help mitigate this situation. Table 6-37 may be found on pages 6-66 to 6-68 in the FEIS.</p> <p>3. METRO will construct new sidewalks along of Richmond Avenue in this vicinity, in accordance with the City of Houston and ADA requirements. Nominally, the sidewalk will be 6 feet wide, but may be narrowed where needed to minimize right-of-way impacts.</p> <p>4. No acquisitions/relocations are anticipated on Greeley Street.</p>
21	Ophelia McDonald 2247 Colquitt	Phone call to METRO 02/10/2010	<p>1. Difficulty locating sections of the FEIS online.</p> <p>2. Will 2247 Colquitt be impacted by noise?</p> <p>3. Are 2210 and 2214 Richmond impacted?</p>	<p>1. The FEIS is available on-line at the following link on METRO's web site: http://www.metro-solutions.org/go/doc/1068/112145/.</p> <p>2. There are no severe and three moderate noise impacts on Colquitt Street. The moderate impacts are due to proximity to a Traction Power Substation location. Moderate noise impacts are typically two to three decibels above the impact criteria and are not considered to be significant. The Federal Transit Administration does not require moderate noise impacts to be mitigated.</p> <p>3. There are one severe and two moderate noise impacts on Richmond Avenue between Morningside Drive and Greenbriar Drive. The severe noise impact is at Richmond Avenue and Morningside Drive west of 2210 and 2214 Richmond Avenue. The severe impact is due to special track work (turnout) that will be mitigated by the use of flange-bearing frogs. The moderate impacts are due to proximity to the track. Moderate noise impacts are typically two to three decibels above the impact criteria and are not considered to be significant. The Federal Transit Administration does not require moderate noise impacts to be mitigated.</p>
22	Ms Valerie McElroy Owner of McElroy's Pub Also serves on the Special Commissioner's Court # 4	Phone Call to METRO 02/10/10	Someone has been contacting property owners that are identified in the FEIS stating that METRO will be acquiring their property in 30 days.	METRO is not currently contacting property owners identified in the FEIS. METRO will not be acquiring any properties in 30 days. Before METRO can proceed with purchasing right-of-way for the University Corridor, the Federal Transit Administration must issue a Record of Decision (ROD) which may come in the spring of 2010. In addition, the drawings in the FEIS are at 30% design and subject to refinement as additional engineering is completed. Therefore, as the engineering work proceeds, property impacts may change. METRO is committed to minimizing the right-of-way required to construct the University Corridor LRT.
23	The Bike Houston Board of Directors William W. Speer, Eddy Maxwell, Tom Compson, Matt Wurth, Paul SoRelle, Jackie Friedman and Peter Wang 1302 Waugh, PMB #682, Houston TX 77012-3908	Letter to METRO 02/11/10	<p>1. Concerned that no bicycle parking is planned at transit stops and that bicycles are not allowed on light rail trains during rush hour.</p> <p>2. Bicycles should be better accommodated and integrated with METRO light rail system.</p>	<p>1. As provided in responses BP-3 on page 11-98 and BP-4 on page 11-99 in the FEIS, METRO does not have sufficient right-of-way to provide racks and lockers for bicycles without impacting existing property owners and businesses. METRO's currently policy is based on rider experience that high ridership, particularly during peak hours, precludes the accommodation of bicycles on LRT vehicles during peak hours. However, METRO will continue to work with the bicycling community to accommodate bike usage where feasible.</p> <p>2. Comment noted.</p>

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24	May Sanders	Phone call to METRO 02/15/10	<p>1. On page 5 of the Executive Summary, there is a reference to 3 stations that include parking. What stations?</p> <p>2. On page 20 of the Executive Summary, there is a reference to several properties along Richmond Avenue that are listed as having a severe noise impact. What are the addresses/locations of these properties?</p>	<p>1. The three stations that include parking are Hillcroft Transit Center Station, Newcastle Station and Eastwood Transit Center Station (see FEIS Volume I, Table 2-14 on page 2-49).</p> <p>2. FTA requires that all severe noise impacts identified in the analysis be mitigated. Mitigation commitments made by METRO are included in section 4.7.6, page 4-54 of the FEIS. The design modifications for the project will eliminate these severe impacts. The severe noise impacts identified for mitigation on Richmond Avenue are at the following locations:</p> <ul style="list-style-type: none"> • (1) Alexan Upper Kirby Condos (2300 Richmond Ave) • (1) Richmond Ave between Morningside Drive and Greenbriar Drive (2230 Richmond Ave) • (1) Richmond Ave and Woodhead Street (1748 Richmond Ave) • (5) Richmond Ave between Woodhead Street and Dunlavy Street (1744, 1742, 1736, 1732 and 1728 Richmond Ave) <p>Additional information regarding noise and vibration can be found in Chapter 4, Volume I of the FEIS.</p>
25	Troy Spiess	METRO On-line Form 02/17/10	<p>1. Concerned about safety issues near University of Houston.</p> <p>2. Concerned about stakeholder involvement in the process.</p>	<p>1. While implementation of LRT will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of the FEIS to determine what safety measures are warranted. As a result of these analyses, all key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts. Because some of these intersections occur within the vicinity of schools along the University Corridor, school children will benefit from these safety measures when crossing the alignment. Pedestrians in general will also benefit from a safer crossing environment at these locations. Section 11.3.10 (pages 11-72 to 11-74) of the FEIS addresses eight safety and security comments.</p> <p>2. METRO considers stakeholder involvement critical to the success of any project with the potential to affect the community and will continue to work with all stakeholders as the University Corridor LRT is developed.</p>
26	Ted Richardson	Phone call to METRO 02/19/10	<p>1. When does the circulation period end?</p> <p>2. Will there be an addendum issued addressing typos or errors?</p>	<p>1. The Notice of Availability in the Federal Register states that the circulation period ends on March 1, 2010.</p> <p>2. There have been no addendum prepared, nor are there any planned. A few typos have been spotted and these will be uploaded to METRO's website, in the Frequently Asked Questions (FAQ) page for the University Corridor.</p>
27	Warren Johnson Johnson Atala + Associates 2500 West Loop South Suite 310 Houston, Texas 77027	Phone call to METRO 02/19/10	Concerned that FEIS drawings show a TPSS site situated 2108 Richmond Avenue. The proposed taking will damage a proposed project proposed for the property.	The drawings in the FEIS are at 30% design and subject to refinement as additional engineering is completed. Therefore, as the engineering work proceeds property impacts and TPSS locations plan may change. Once a record of decision has been issued by FTA, METRO Real Estate could address this situation in more detail. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
28	Mark Clarke	METRO On-line Form 02/19/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
29	Julianna Szilagyi	METRO On-line Form 02/19/10	<p>1. It is a waste of money.</p> <p>2. It will totally disrupt UH traffic and access.</p> <p>3. Rail is interfering with traffic, controlling traffic lights and taking the right-of-way for a few people is unacceptable.</p> <p>4. Put it above or below ground.</p> <p>5. Light rail should not take the right-of-way.</p>	<p>1. As provided in response F-7 on page 11-120 of the FEIS, the cost-effectiveness of the University Corridor LPA, selected by the METRO Board of Directors on October 18, 2007, will be evaluated based on FTA New Starts criteria and performance measurements. The cost-effectiveness evaluation will be submitted to FTA for review and approval.</p> <p>2. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>3. As provided in response TR-6 on page 11-83 of the FEIS, as part of the DEIS, a traffic study was performed along the University Corridor for the existing (2006), No Build (2030), and Build (2030) conditions to determine intersection delays, volume to capacity ratios, and LOS conditions at all signalized intersections using procedures outlined in the 2000 Edition of the <i>Highway Capacity Manual</i>. The impact of the additional 38 signalized intersections under the LPA and proposed lane dimension on LOS under the Build condition (2030) along the University Corridor is listed in Table 6-32. In addition, comparison of the No Build and Build conditions (2030) traffic analysis results are described in Section 6.2.3.3. METRO will coordinate and work closely with other agencies to implement traffic management strategies and mitigation measures including lane configurations, signal timing and phasing, traffic progression, signage and striping to ensure mobility and safety at all intersections as per <i>TMUTCD</i> guidelines.</p> <p>4. The LPA for the University Corridor is an at-grade LRT line with two elevated grade separations at U.S. 59 and the UPRR. The capital cost of elevating the entire alignment or the use of subway sections was considered to be prohibitive.</p> <p>5. METRO is designing the University Corridor LRT project to minimize property impacts. To reduce the amount of right-of-way needed for the LPA, the alignment predominately uses existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, the travel lanes have been narrowed, and the tracks have been designed as close together as is safe.</p>

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30	Andrea Moore 5615 Chevy Chase Houston, TX 77056 (owner of 3654 Lake Street) * Accompanied by petitions from 120 residents from Madison Place	Letter to METRO 02/19/10	<p><i>1. FEIS fails to respond to DEIS comments pertaining to the Madison Place Properties.</i></p> <p>1. In accordance with the mandates of the NEPA process, prior to the FTA issuing a Record of Decision, the applicant (METRO) should be required to respond to these DEIS comments with a Supplemental EIS. Without the information provided by these responses, the FTA cannot in good faith represent that a full and open evaluation of the environmental issues and alternatives has taken place.</p> <p>a) Page-32 – The DEIS should include a discussion of the following: Construction of GRT on Richmond will have a profound negative effect on the residents of Madison place. LRT if constructed will operate less than fifty (50) feet outside the bedroom windows of six homes. With no space for a sound wall there will be no barrier to diminish sounds from the new adjacent station or the warning bells and horns sounding every three minutes from 4:15 a.m. until 1:18a.m. on weekdays and 2:47 a.m. on Fridays and Saturdays.</p> <p>b) Page-34 – The DEIS should analyze the affect of late hour construction on residential neighborhoods and the idea of banning construction work after 8:00 p.m. (earlier than the 10:00 p.m. deadline imposed by municipal statute).</p> <p>c) Page-35 – The DEIS should include a discussion of adverse condemnation of residential properties due to elevated noise levels. There are properties, such as Madison Place, a townhome community in Segment II which have six homes (constructed on six foundation slabs on which a total of 56 homes are constructed) that have bedrooms which will be within 50 feet of the proposed guideway and have no barrier for direct line exposure to noise generated by the LRT/BRT and the Kirby Drive Station. Although identified as sound sensitive receptors there is no discussion in the DEIS regarding how the issues of habitability due to elevated noise issue will be handled.</p> <p>d) Page-36 – The DEIS should address the following concerns: At least six Madison Pace homes have second floor views of Richmond Ave. The present views of a landscaped median with grown trees will be replaced with catenary poles, electrical wiring and LRT/BRT rolling stock passing every three minutes. At night there will be the additional intrusion of station lights. These homes will suffer from visual intrusion as there will be direct views from the GRT vehicles into previously private spaces. The only way to avoid this intrusion will be to shut draperies/shutters – closing natural light out. The distance between these windows and the center of the roadway is approximately 50 feet.</p> <p>e) Page-37 – The DEIS states that vegetation will be placed every 130 to 190 feet to break up view from the fixed guideway. The DEIS should reevaluate this spacing as it will be wholly insufficient to restore the visual privacy of those near the station, whose homes commuters will be able to see inside. The DEIS should discuss providing financial assistance to owners of visually sensitive receptors that plant vegetation for the specific purpose of mitigating visual and noise intrusions.</p> <p>f) Page-41 – The DEIS should include a discussion of escaping electrical current and the safety issues that it poses to structures abutting the guideway.</p>	<p>1. a) METRO will adhere to applicable City of Houston noise ordinance. There is an existing 8-foot wall between properties at Madison Place and the proposed LRT alignment on Richmond Avenue which would provide noise reduction to sensitive receptors at Madison Place from operations. As specified by the Federal Transit Administration, noise impact is assessed at outdoor locations of frequent use such as the pool just south of this noise barrier. Noise from warning bells at the signalized crossing at Richmond Avenue and Wakeforest Street and the public announcement system at the proposed Kirby Station have been included in the assessment in addition to noise from the proposed LRT operations. No noise impact is projected from transit operations at sensitive locations at Madison Place. See also response to comment NV-1 (page 11-99) in the FEIS.</p> <p>b) See response to comment NV-2 (pages 11-99 and 11-100) in the FEIS.</p> <p>c) See response to comment NV-1 (page 11-99) in the FEIS.</p> <p>d) See responses to comments V-1 (page 11-117), V-2 (page 11-117), V-9 (page 11-118), V-10 (page 11-118), and V-12 (page 11-118) in the FEIS.</p> <p>e) See response to comment V-9 and V-10 (page 11-118) in the FEIS.</p> <p>f) See response to comment EG-1 (page 11-115) in the FEIS.</p>

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			<p>g) Page-46 – As LRT/BRT on Richmond will necessitate relocation of the 72-inch stormwater sewer this may adversely impact capacity during the period of reconstruction. This should be addressed in the DEIS as should the protection of businesses and residences from flood damage and the accompanying expense.</p> <p>h) Page-56 – It is misrepresenting for the DEIS to imply that short-term (one-hour) noise measurements are adequate at noise-sensitive residences that abut the proposed guideway. As the Madison Place townhomes that abut Richmond Ave. will have direct line-of sight sound path exposure to noise generated by the LRT/BRT, separate measurements, not cluster or representative measurements, are mandated.</p> <p>i) Page-57 – With light rail operating until 2:47 a.m. and starting up again at 4:30 a.m., the DEIS should include an analysis of the impacts this will have on the ability of nearby residents to sleep.</p> <p>j) Page-59 – Madison Place is a 155 unit, two-storey, town home complex with approximately 310 residents. The gated complex is bordered by Richmond Avenue on the North, Wakeforest on the West and Lake Street on the East, where the sole entrance is located. It was built in 1971 and was constructed with aluminum wiring. The residences, ranging in value from approximately \$150,000 to \$380,000, are located in a total of fourteen (14) buildings, six (6) of which abut Richmond Avenue. The swimming pool is in a commonly owned courtyard area which also abuts Richmond Avenue.</p> <p>k) Page-60 – Aluminum wiring was used extensively in residential construction during the mid-1960s and early 1970s. However, in 1973, the U.S. consumer product safety commission began investigating injuries and deaths resulting from electrically ignited house fires. Its research showed that homes wired with aluminum wire manufactured before 1972 were 55 times more likely to have one or more connections create a fire hazard condition (occurring when receptacle cover plate mounting screws reach 300° F, or sparks are emitted from the receptacle, or materials around the receptacle were charred). Research has shown that aluminum conductors made prior to 1972 have a high frequency of bending and creep failures as well as significant oxidation that contribute to failure of the wiring. Significantly, oxidation problems are worsened by a microscopic metallurgical phenomenon known as fretting corrosion which is caused in large part by vibration. In a vicious cycle, vibration and thermal expansion loosen connections which in turn, add to the fretting corrosion. This problem only gets worse with time. The aluminum-wired connections that fail tend to progressively deteriorate at a slow rate, and after many years can reach very high temperature while still remaining electrically functional in the circuits. Eventually the temperature will elevate to the point where the insulation protecting the conductors is damaged, a fault to the grounded enclosure or receptacle box occurs and contact with other conductors can cause sparks and/or flames.</p> <p>The construction and operation of LRT/BRT on Richmond Avenue will result in vibration that will substantially increase the risk of fire in these townhomes. The DEIS should include an independent evaluation of the conditions that exist in each of these homes.</p> <p>All necessary action should be taken to assure that the residents of</p>	<p>g) See response to comment WR-3 (page 11-108) in the FEIS.</p> <p>h) Therefore, FTA accepts representative measurements to characterize existing noise conditions. Conducting short-term noise measurements is an approach accepted by the FTA for quantifying existing noise conditions along a project corridor. Also, see response to comment NV-5 (page 11-100) in the FEIS.</p> <p>i) The FTA noise impact criteria have been developed on well-documented criteria and research into human response to community noise. Also, see response to comment (NV-1 page 11-99) in the FEIS.</p> <p>j) See response to comment NV-10 (page 11-101) in the FEIS.</p> <p>k) While this comment references that a 1973 U.S. Consumer Product Safety Commission investigation shows “that homes wired with aluminum wiring manufactured before 1972 were 55 times more likely to have one or more connections create a fire hazard condition”, no reference is provided for the “research” showing the potential for vibration from LRT/BRT operations to “substantially increase the risk of fire in these townhomes”. No research from the Federal Transit Administration, Federal Highway Administration of U.S. Department of Transportation has identified the induction of house fires relating to vibration impacts. Therefore, there is no substantive support for this comment. See also response to comment NV-10 (page 11-101) in the FEIS.</p>

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			<p>these homes are not exposed to a greater degree of risk as a result of the construction and/or operation of LRT/BRT. If necessary to prevent an increased fire risk, METRO should install COPALUM crimp connectors or similar repair systems on all switches and outlets in the homes that will experience vibration during construction and/or operation. METRO should monitor these homes for future wiring deterioration that may result from vibration.</p> <p><i>II. FEIS fails to evaluate the environmental impacts of the LPA upon the Madison Place Properties:</i></p> <p>2. While the Madison Place Properties are clearly listed in Table 4-8 as Category 2 Noise- Sensitive Receptors, they are not included in Table 4-10, which according to the University Corridor FEIS includes "detailed comparisons of the existing and future noise levels for the University Corridor LPA". Referring to Table 4-10, the FEIS (page 442) states, "These tables include results for the Category 2 receptors along the alignment with both daytime and nighttime sensitivity to noise." In summary, there is no information in the University Corridor FEIS from which the FTA can conclude that METRO fulfilled its duty and analyzed the projected noise impact that the University Corridor LPA would have upon the Madison Place Properties. FTA must conclude that the Madison Place Properties were not included in METRO's noise impact analysis.</p> <p><i>III. FEIS utilizes inaccurate information and improper methodologies for noise impact analysis.</i></p> <p>3. The FTA should note that Table 3 – 1E, entitled LPA Displacements & Acquisitions By Address, erroneously indicates that "Madison Place Townhomes" is the owner of residential noise sensitive land adjacent to the University Corridor LPA, in the 2200 block of Richmond Avenue. While Madison Place Homeowners Association ("MPHA") does own some of the property designated for partial acquisition, the remainder is residential property and the site of three privately owned townhouses: 3601 Wakeforest Owner: Frank J. Saltzman 3654 Lake Street Owner: Andrea N. Moore 3652 Lake street owner The Estate of Esther De Aguirre Assuming that this was the only such error/omission, the FEIS should be supplemented to correctly reflect that there will be 215 (not 212) parcels of property impacted by the LPA, with 59 (not 56) of those being residential.</p> <p>4. In Section 4.7.3 the University Corridor FEIS fails to specify the methodology that it may have used to assess potential noise impacts to the Madison Place Properties and calculate future noise levels, other than to say that it utilized criteria specified by FTA. (See pg. 4-28).</p> <p>5. The University Corridor FEIS states that METRO used measured noise data from representative vehicles as a source reference in its prediction models, yet the specific measurements it used are not disclosed. Due to METRO's failure to specify the calculation formulas and measurements it used, it is impossible to ascertain whether METRO utilized methodologies consistent with current FTA general practice and whether the University Corridor FEIS findings of "no impact for the Madison Place Properties are accurate. Based upon the FTA's noise tables and the location of the Madison Place Properties (residential bedrooms within 70 feet of the center point of the LPA and adjacent to the Kirby station and Richmond</p>	<p>2. Table 4-10 lists sensitive receptors that may potentially be impacted by the proposed project prior to mitigation. No noise impact is projected from transit operations at sensitive locations at Madison Place and, therefore, these properties are not listed in this table.</p> <p>3. Section 4.7 of the FEIS summarizes the noise impact assessment, including assumptions and sources. A supplemental Technical Report provides additional detail. A Detailed Noise Analysis was performed for all sensitive receptors along the proposed corridor. The noise and vibration assessment is based on the procedures established in the Federal Transit Administration report, "Transit Noise and Vibration Impact Assessment." The property counts are accurate as depicted in Table 3-18 in the FEIS, based on our current level of design. The drawings in the FEIS are at 30% design and subject to refinement as additional engineering is completed. The real estate impacts will be refined as design progresses and as surveys and title work are completed.</p> <p>4. Section 4.7.3 of the FEIS describes the methodology for assessing potential noise impact from transit operations.</p> <p>5. Section 4.7.4.1 of the FEIS presents the reference source levels used in the noise prediction model. No noise impact is projected from transit operations at sensitive locations at Madison Place.</p>

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			<p>Ave./Wakeforest St. signalized at-grade crossing, with direct line-of-sight and no shielding) even common sense tells you that moderate, and possibly severe, noise impacts are an absolute certainty.</p> <p>6. The University Corridor FEIS is totally void of information that would allow the FTA to conclude;</p> <p>1) What measurement(s), if any, METRO utilized for the Madison place Properties;</p> <p>2) That the measurement(s) METRO utilized, if any, were taken at a representative site (which in the case of the Madison Place properties would be from a second floor exterior window on property abutting Richmond Avenue between Wakeforest Ave. and Lake Street;</p> <p>3) What calculation formulas METRO utilized for its noise impact analysis of the Madison Place properties; and/or</p> <p>4) How METRO calculated the estimated Ldn noise exposures for the ST5-W and ST11-W sites.</p> <p>7. It is impossible, from the information contained in the University Corridor FEIS, for the FTA to determine that METRO utilized a representative noise measurement(s). It is not even possible to determine which measurements (those taken at ST5-W or ST11-W) METRO may have utilized for any Madison Place noise impact calculations or how METRO calculated the noise condition "estimates" that it reportedly utilized in its analysis. [Please note Table 4-9 which shows that METRO did not obtain Ldn measurements as recommended in the FTA guidance manual. Instead, METRO estimated the Ldn figures for sites ST5-W and ST11-W.</p> <p>8. It should be noted that at the ST5-W and ST11-W sites, which METRO contends are representative of the existing noise levels at the Madison Place Properties, METRO took limited 1-hour and 1/2 hour long measurements. No 24-hour Ldn measurements were taken as prescribed in the FTA Guidance Manual, Section 6.6.2 for sites of residential land use.</p> <p>METRO ignored the FTA guidelines which prescribe taking care to obtain precise noise measurements for residential properties that are in close proximity to the LPA. The FTA should note that ST11-W measurement site was added after the DEIS comment period during which Andrea N. Moore submitted the following comment:</p> <p>"It is misrepresenting for the DEIS to imply that short-term (one-hour) noise measurements are adequate at noise-sensitive residences that abut the proposed guideway. As the Madison place townhomes that abut Richmond Ave. will have direct line-of sight sound path exposure to noise generated by the LRT/BRT, separate measurements, not cluster or representative measurements are mandated."</p> <p>Clearly, METRO was aware of the potential problem with the measurements and knowingly made the questionable decision to obtain a single 1-hour Leq measurement rather than the more precise and representative 24-hour Ldn measurement.</p> <p>9. The University Corridor FEIS statement that "microphones were positioned to be representative of typical land use in the area" is nebulous at best.</p> <p>The FTA should note that there are multiple land uses in the "area" – residential, retail and industrial – and the FEID provides no clue as to</p>	<p>6. FTA accepts representative measurements to characterize existing noise conditions. Existing noise was not computed from a table as this comment suggests. The methodology of computing existing noise levels, as presented in Section 5.4 of the Federal Transit Administration report, "Transit Noise and Vibration Impact Assessment", was not used in this analysis. Existing noise measurements at location ST-11W were used in assessing potential noise impact at Madison Place Properties. As specified by the Federal Transit Administration, noise impact is assessed at outdoor locations of frequent use and measurements at second floor exterior windows of the Madison Place Properties are not applicable.</p> <p>7. Conducting short-term noise measurements is a methodology approved by the Federal Transit Administration for quantifying existing noise. More details are provided in Appendix D: Option 4 of the Federal Transit Administration report, "Transit Noise and Vibration Impact Assessment."</p> <p>8. Conducting short-term noise measurements is a methodology approved by the Federal Transit Administration for quantifying existing noise. More details are provided in Appendix D: Option 4 of the Federal Transit Administration report, "Transit Noise and Vibration Impact Assessment."</p> <p>9. The noise and vibration assessment was completed according to the procedures and criteria set forth in FTA's Noise & Vibration manual (2006 edition). As specified by the Federal Transit Administration (FTA), noise impact is assessed at outdoor locations of frequent use and measurements at a height of five feet above ground level were conducted at Site ST11-W to quantify existing noise levels at Madison Place Properties.</p>

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			<p>which type of site ST11-W was. Without more information about this "representative site" it is impossible for the FTA to determine that it was representative of the Madison Place Properties.</p> <p>Also missing from the University Corridor FEIS is a description regarding placement of the microphone. A microphone placed at ground level certainly would not be representative of the noise currently experienced at the second story bedroom windows of the Madison Place townhomes, which will have unobstructed line-of-sight views of the proposed University Corridor LPA, the Kirby station and the signalized Richmond Ave/Wakeforest St. at-grade crossing.</p> <p>Accordingly, there is nothing in the University Corridor FEIS to demonstrate that METRO ever possessed the information essential to making a noise impact determination for the Madison Place properties. Following the American National Standards Institute (ANSI) procedures for community noise measurements, a measurement location representative of the Madison place Properties would be taken a minimum of 10 to 15 feet from the townhomes and 5-feet above the ground level, utilizing equipment calibrated prior to and after the measurement period using a Sound Level Calibrator. Further, the noise monitoring system utilized should have calibration certification traceable to the National Institute of Standards and Testing (NIST) and also meet or exceed the requirements for an ANSI Type 1 noise measurement system.</p> <p>10. METRO states that it used as source reference levels in its prediction models, noise levels that were measured for the Siemens S70 LRT vehicle. Unfortunately the University Corridor FEIS does not state what those measurements were. And, without the measurements the FTA simply cannot conclude that METRO accurately assessed the extent to which the Madison Place Properties, some located less than seventy (70) feet from the center point of the University Corridor LPA, would be impacted by the noise from the two-car Siemens S70 LRT vehicle.</p> <p>11. The University Corridor FEIS noise impact calculations for the Madison place properties are further called into question by the fact that for its noise impact analysis METRO utilized reference levels for a one-car train while acknowledging in the FEIS that two-car trains, not exceeding 35 mph, will be used on the University Corridor Light Rail Line.</p> <p>12. While METRO lists station acceleration and deceleration noise projections for one-car trains in the University Corridor FEIS, there is no indication that METRO factored acceleration and deceleration noise, generated by two- car trains entering and exiting the Kirby station, into its noise impact assessment for the Madison Place properties. To be in compliance with FTA guidelines the University Corridor FEIS should demonstrate that these noise impacts were factored into the exposure calculated for the Madison Place townhomes and their common areas.</p> <p>13. While grade crossing noise projections are listed in the University Corridor FEIS for the adjacent non-gated University Corridor LPA grade-crossing at Richmond Avenue/Wakeforest Street, there is no mention whether that projection was utilized in determining the noise impact to the adjacent Madison Place Properties. Accordingly, it must be assumed that this noise source was not considered by METRO in</p>	<p>10. Section 4.7.4.1 describes the reference noise measurements used in projecting future noise levels from LRT operations.</p> <p>11. Section 4.7.4.1 describes the reference noise measurements used in projecting future noise levels from LRT operations. Reference levels are presented for a one-car train traveling at 50 mph at a distance of 50 feet. In projecting noise levels from LRT operations, adjustments in accordance with FTA guidelines were made for distance, speed and the number of cars in the train.</p> <p>12. Section 4.7.4.1 describes the reference noise measurements used in projecting future noise levels from LRT operations. Reference levels are presented for a one-car train traveling at 50 mph at a distance of 50 feet. In projecting noise levels from LRT operations, adjustments in accordance with FTA guidelines were made for distance, speed and the number of cars in the train.</p> <p>13. Noise from all significant sources associated with transit operations is included in the assessments. The contribution of noise from train bells at the non-gated signalized intersection of Richmond Avenue and Wakeforest Street was included in projections for sensitive receptors at Madison Place Properties.</p>

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			<p>any analysis of sound impact on the Madison place townhomes and their common areas.</p> <p>14. It should be noted that the University Corridor FEIS is silent with respect to noise projected to emanate from the Kirby station, shown on engineering drawings to abut the Madison Place Properties.</p> <p>15. With regard to the DEIS comments regarding aluminum wiring, which appear on pages 59 - 60 of Exhibit "A", Ms. Moore's comments, in summary, voiced concern that vibration from the University Corridor LPA would, over time, cause the aluminum wiring in the Madison Place townhomes to loosen, resulting in electrical arcing and the potential for fire in these multi-family buildings. This comment is blatantly mischaracterized by METRO in the University Corridor FEIS, Comment NV-11 appearing on Page 11-32, Table 11-4, to state:</p> <p>"Concern that vibrations from LRT/BRT will cause fires in homes."</p> <p>Response NV-11 states:</p> <p>"No research from the FTA, FHWA, or U.S. DOT has identified the induction of house fires relating to vibration impacts". (See Page 179 of FEIS Vol. 1, part 4)</p> <p>The owners of the Madison Place Properties, and families that reside in those townhomes, assert that this is an extremely valid concern and one that merits serious consideration and investigation by the FTA. The FTA Guidance Manual, Chapter 13. <i>DOCUMENTATION OF NOISE AND VIBRATION ASSESSMENT</i>, states, "The final environmental document will rely on a General Assessment for ground-borne vibration and noise to identify potential problem areas. If there are such areas, there should be a commitment in the final document to conduct a Detailed Analysis during final design to complete the impact assessment and help determine the need for mitigation. The final environmental document should present a preliminary assessment using the vibration impact criteria for the General Assessment. If it appears the criteria cannot be met, the document would discuss various control measures that could be used and the likelihood that the criteria could be met through the use of one or more of the measures. It may be possible to state a commitment in the final environmental document to adhere to the impact criteria for the Detailed Analysis, while deferring the selection of specific vibration control measures until the completion of detailed studies in final design. Clearly there has been no objective assessment of need for vibration mitigation at the Madison Place Properties, as mandated by the NEPA compliance process.</p> <p><i>III. FEIS contains no commitment to mitigate adverse noise/vibration impacts to the Madison place properties</i></p> <p>16. It is submitted that the FTA should require that specific mitigation measures be incorporated into the University Corridor Fixed Guideway Project to mitigate the adverse noise, visual and vibration impacts to the Madison Place properties.</p>	<p>14. Noise from all significant sources associated with transit operations is included in the assessments. The contribution of noise from train bells at the non-gated signalized intersection of Richmond Avenue and Wakeforest Street was included in projections for sensitive receptors at Madison Place Properties. The contribution of noise from public announcements at stations was included in projections for sensitive receptors at Madison Place Properties.</p> <p>15. Comment regarding NV-10 noted. A Detailed Vibration Analysis was conducted for assessing potential vibration impact along the proposed corridor. No vibration impact is projected from transit operations at sensitive locations at Madison Place.</p> <p>16. No noise or vibration impact is projected from transit operations at sensitive locations at Madison Place. Mitigation is provided at impacted locations where practical and feasible.</p>

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31	Monica McHenry	METRO On-line Form 02/22/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
32	Nicky Holdeman	METRO On-line Form 02/22/10	<p>1. Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. The planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The environmentally cleared Southeast LRT includes the Cleburne Station. The Scott Station for the University LRT was designed to provide parallel station platforms with the Cleburne Station. The Cleburne, Scott, or combined Station located at Scott near Cleburne Street will serve University of Houston, Texas Southern University, and the surrounding community. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the</p>

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			<p>3. Construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. The planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p> <p>5. U of H is trying hard to become a tier 1 University. Metro could really help the University and the City by working with the campus to make the line as efficient as possible.</p>	<p>guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. The University LRT alignment does not impact any structures (buildings) on University of Houston property. Comments regarding encroachment upon a child care facility and a police station may relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO is designing the University Corridor LRT to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment predominately uses existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction.</p> <p>5. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p>
33	Judith Steinhoff Associate Professor University of Houston	METRO On-line Form 02/22/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p> <p>5. Plan should take into account the UH proposal.</p>	<p>Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. 5. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p> <p>5. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p>
34	Alex Ignatiev Professor/Director University of Houston	METRO On-line Form 02/22/10	<p>1. The proposed Cleburne Station on the Southeast line does not serve the University community, and will disrupt traffic flow to campus in this area.</p> <p>2. The planned 'tail' along Scott street that not only significantly encroaches on University property, but does so by disrupting traffic flow and parking access to thousands of students.</p> <p>3. The general planned location of the rail lines are seen to unnecessarily encroach on areas of the University campus when they could more effectively flow along City right-of ways.</p> <p>4. The overall impact of the University Line on the University of Houston campus has not seemed to be taken into account during the line's planning process, which therefore needs to be significantly redone with strong and timely University of Houston input.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>3. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>4. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p>

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35	Michael Nikolaou Professor University of Houston	METRO On-line Form 02/22/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.]</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
36	Heidi Hofer	METRO On-line Form 02/22/10	<p>1. Location of the rail lines and stations near the University of Houston.</p> <p>2. Encroachment on the athletic fields and child cared center.</p> <p>3. Proposed station location on Cleburne and the track along Scott south of Cleburne would not best serve our needs and would disrupt our traffic patterns.</p>	<p>1. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p> <p>2. Comments regarding encroachment upon a child care facility relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The tail track is located on</p>

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			4. Potential safety issues and access with the proposed Wheeler line.	University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded. 4. Comments regarding the line on Wheeler relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor.
37	Sujit Sansgiry	METRO On-line Form 02/22/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
38	Alicia B. Church Sandpoint Property Property Manager	Email to METRO (via City of Houston) 02/22/10	<p>1. Will property between Hillcroft and Chimney Rock on Westpark be impacted?</p> <p>2. Will 5634 and 5632 Westpark impacted?</p>	<p>1. As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, impact to one property at the southwest corner of Renwick and Westpark is anticipated. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>2. The FEIS shows no impact to 5634 and 5632 Westpark.</p>
39	Mrs. Deloris Johnson 3525 Attucks	Phone call to METRO 02/23/10	Will my property be impacted by the LRT project?	The FEIS shows no impact to subject property.
40	Rob Smith	METRO On-line Form 02/23/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this

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41	Fatima Merchant Assistant Professor University of Houston	METRO On-line Form 02/23/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however,</p>

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42	Thomas Colbert	METRO On-line Form 02/23/10	The Wheeler Ave. section, between UH and University Oaks, appears to involve giving the current Wheeler Ave. right-of-way to UH (for use as a super wide "service drive" and building a completely new street with paving to go right up against University Oaks. This would result in a huge amount of unsightly and completely unnecessary paving, markedly increased runoff, and leaving no room for the landscaping/park that had been promised on the south side of the street. The rail line should be on the University of Houston side of the roadway.	This comment relates to the environmentally cleared Southeast LRT, which is not part of the University Corridor.
43	Janet Meade Associate Professor University of Houston	METRO On-line Form 02/23/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus. 2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead. 3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor. 4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen,	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations. 2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street. 3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded. 4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University

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			encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.	Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
44	Terry Stein Research Associate Professor University of Houston	METRO On-line Form 02/23/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
45	Manuel Delacruz Postdoctoral fellow U of Houston	METRO On-line Form 02/23/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
46	Judith Mathis 1644 Richmond Avenue Houston, TX 77006	Letter to FTA 02/23/10	<p>1. My building on Richmond Avenue was built around 1915. It has undergone major vibration during the complete breakout and replacement of the road bed in 1985. I know - I could feel the impact. I have had foundation work done and replaced load bearing columns as a result. The current roadbed is much thicker than the previous one. Am I going to have to bear the cost of even more severe damage to my building if Metro breaks out this road to put in the train?</p> <p>2. What about the damage from the increased vibration of running the new train within feet of my building?</p> <p>3. Can you build a sound wall to protect my business from the noise this train will create? I live upstairs from my business. What are you going to do about the noise so that I can sleep at night? How can huge concrete walls be necessary to protect others all over town from freeway noise but nothing is required to protect me?</p> <p>4. I made sure before I bought this property that there would be room for parking in front of the building. When Metro takes away my parking for their train what will you do to replace my income?</p> <p>5. When METRO takes away the parking in front of my business and home, and reduces the number of lanes to one in each direction, will I have to pay for special permits to close the street any time a contractor needs to work on my roof, or air conditioner, etc. like the owners downtown do? Will I have to bear the additional costs of this forever?</p> <p>6. What is the stray current the train system disperses going to do my Koi in the backyard pond? Aquarium fish that are subjected to tiny amounts of stray current from faulty electric pumps or faulty underwater heaters grow</p>	<p>1. The proposed alignment would be located along the median near 1644 Richmond Avenue and even minor cosmetic damage to nearby buildings is not expected.</p> <p>2. The building at 1644 Richmond Avenue would be approximately 55 feet from the near track of the proposed light rail alignment. At this location, vibration levels from light rail operations would be 64 VdB which are below the criterion for human annoyance in residential buildings (72 VdB). The criterion for potential structural damage to buildings due to vibration is 94 VdB or higher depending on building construction. Therefore, there is no vibration impact at this location for either human annoyance or potential structural damage.</p> <p>3. The noise and vibration assessment was completed according to the procedures and criteria set forth in Federal Transit Administration's (FTA) Noise & Vibration manual (2006 edition). Accordingly, Noise and vibration levels from transit operations are projected and compared with impact criteria established by FTA. Since no noise impact from transit operations are projected for 1644 Richmond Avenue, no mitigation measures are required.</p> <p>4. Section 6.3.2.1 of the FEIS presents the long term effects of the project on parking. Table 6-37 on page 6-67 does not indicate any parking loss from 1644 Richmond.</p> <p>5. There is no reduction in travel lanes at this location; with two travel lanes in each direction.</p> <p>6. Please see response to EG-1 in the FEIS on page 11-115.</p>

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			<p>deformed. Why should I expect this to be any different? Will it affect all the wildlife that drink from my pond? I have red tailed hawks, egrets, raccoons, possums and many other wild animals visit my pond for water. Fresh flowing water is extremely hard for wildlife in the inner city to come by.</p> <p>7. Why doesn't the FEIS show how much property Metro wants to take from private landholders? There is no more real information in the FEIS than there has been at any of the meetings I have attended for over three years. All this shows me is that METRO plans to put rail along the street in front of my property. It doesn't show how many lanes of traffic will be left, and there isn't any information at all about the station they propose for my block. All the other stations have drawings included, but not the Menil Station. Very few of them have all the pertinent measurements included on them. And believe me, the measurements are the most pertinent information of all. This block has been surveyed at least 8 times in the last 3 years and METRO has managed to provide almost no useful information to me at all about what they want to build on top of me. Can you explain how they can get away with calling this a real Environmental Impact Study? And are you going to accept it as such?</p> <p>8. In all the meetings I have been to with METRO, I have asked these and other questions repeatedly. I have written them down for them several times in addition to verbal questions. I have never received a single answer. I believe I deserve an answer.</p>	<p>7. Please see Appendix E Engineering Drawing (Volume 3) and Table 3-18 starting on page 3-64 of the FEIS for acquisition and displacement information. The drawings in the FEIS document are at a 30% design level and subject to refinement as additional engineering is completed. METRO has only surveyed once, to verify block corners and right-of-way lines. A cross section for the Menil Station is included as part of Appendix C of the Record of Decision. The FEIS describes the transportation and environmental impacts associated with the construction of a fixed guideway project to improve transit service in the University Corridor of the METRO service area. The effects of the No Build, Transportation System Management (TSM)/Baseline Alternative, and Build Alternatives have been evaluated and compared across a range of subject areas related to both natural and manmade environments. These include transportation systems, land use, socio-economic conditions, air quality, noise, vibration, visual, ecosystems, water resources, historic resources, archeological resources, parklands, geology, hazardous/regulated materials, safety/security, public involvement, financial analysis, and secondary and cumulative effects. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.</p> <p>8. Please see responses #1 through #7 above.</p>
47	Daphne Scarborough The Brass Maiden 2016 Richmond Avenue Houston, TX 77098	02/23/10	<p>1. METRO has not answered any of our questions in the FEIS with useful information.</p> <p>2. LRT will have to be built up to get it out of the water that occurs from flooding in the Richmond Avenue area. The raised concrete would force flood waters to adjacent property.</p> <p>3. METRO has used old Google maps for their depiction of the right-of-way; some existing buildings are not shown. The inaccuracy of the maps and the statement that "right-of-way takings shown are preliminary and are subject to change as the project proceeds" do not provide any information as to how much land METRO needs for the rail system. Landholders have no valid information for planning future expansion and this will affect the job market as businesses decide not to expand because of METRO's uncertainties.</p> <p>4. Page 6-65 states "parking areas directly associated with a business or residence to be acquired for the alignment or stations may be reduced". METRO is purposefully vague about the number of parking spaces that they will be taking. Parking spaces that will be eliminated have been both over counted and under counted. The FEIS does not delineate where METRO plans to park anyone who lives and works along the alignment or the construction equipment or worker's vehicles during construction.</p> <p>5. METRO states that construction will bring air toxins in section 2.6.1.2 and yet it does not state that it will provide more than simple remedies of tarping some trucks. A has a 7 year contract for construction, a long time for neighborhoods to live with particulate matter in the air.</p>	<p>1. Section 11.3 of the FEIS presents the responses to comments received on the DEIS.</p> <p>2. Please see responses to comments WR-1 and WR-2 on page 11-108 of the FEIS.</p> <p>3. METRO confirmed the locations of the existing right-of-way at the block corners located at intersections rather than rely upon aerial photography. These locations were confirmed on March 31, 2008 for the LPA and December 22, 2008 for the revised east segment of the LPA. These dates have not been reflected in the FEIS. The aerial photos are for display purposes only. Right-of-way requirements are preliminary and are subject to change as the project proceeds.</p> <p>4. Table 6-37 beginning on page 6-66 of the FEIS presents the number of parking spaces, by address, that are anticipated to be eliminated by the project. Section 2.3.3.6 of the FEIS (page 2-74) describes the construction staging areas anticipated for this project.</p> <p>5. There is no Section 2.6.1.2 in the FEIS. Perhaps the comment refers to Section 4.6.5 which presents short term construction effects on air quality. Refer to Section 4.6.6 (page 4-24) of the FEIS, which presents the proposed mitigation for these short term construction effects. METRO will require the construction contractor to comply with appropriate Federal, state and local regulations concerning the generation of dust from construction activities. METRO's current construction schedule does not contemplate a seven-year duration.</p>

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			<p>6. Noise tables 4-8 and 4-10 are inadequate as a comparison of increased noise levels for the LRT. Noise levels would be far above national and city standards. This is unacceptable for homeowners and business owners along the line. METRO suggests performing some construction at night. This would mean families living along the line would be subjected to extreme noise levels 24 hours a day for years.</p> <p>7. Stray electric current is not addressed in the FEIS. There is potential damage to computer systems and fiber optic systems, water lines and gas lines.</p> <p>8. METRO is vague about traffic congestion that will be created along the alignment and has refused to show us the most recent traffic engineering studies. Removal of a lane of moving traffic in both directions, the increased danger of narrow lanes of traffic, and the loss of crossovers and left turns only threatens the safety of drivers. There is going to be increased danger.</p> <p>9. The number of street lights and crossing gates will increase travel times, congestion and danger. METRO has not answer for these issues in the FEIS.</p> <p>10. Mandell or Montrose Stations are not illustrated so we have no idea of layout of land requirement or if bicycle racks are included in the plans. These design issues are not addressed.</p> <p>11. METRO plans to clear cut every tree east of Kirby on the proposed alignment. The tree count in the FEIS is inaccurate and misses many trees. The amount of greenspace to be lost during and after construction will only lessen the air quality and increase flooding.</p> <p>12. FEIS is inadequate and does not represent accurately the reality of conditions along the alignment.</p> <p>13. The light rail will destroy out neighborhoods, our green environment, and create massive grid lock traffic congestion, that we do not have now. The increased flooding and danger from stray electrical current with out water lines, foundations, gas lines and fiber option lines is a nightmare.</p> <p>14. There is nothing positive this light rail proposal has to offer our city or its residents.</p>	<p>6. Noise levels from transit operations are projected and compared with impact criteria established for residential land uses by Federal Transit Administration. METRO will require contractors to adhere to noise and vibration specifications during construction.</p> <p>7. Please see the response to comment EG-1 (pages 11-115 and 11-116) in the FEIS.</p> <p>8. Please see Section 6.2 Effects on Roadways in the FEIS (pages 6-33 to 6-61). This section presents the results of traffic engineering analysis for the University Corridor light rail project including lane configurations and locations where left turns will be permitted. While implementation of LRT will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of the FEIS to determine what safety measures are warranted. As a result of these analyses, all key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts. Because some of these intersections occur within the vicinity of schools along the University Corridor, school children will benefit from these safety measures when crossing the alignment. Pedestrians in general will also benefit from a safer crossing environment at these locations.</p> <p>9. Please see the response to #8 above.</p> <p>10. Typical sections for the Montrose and Mandell Stations were not included in the FEIS; however they are included as part of Appendix C of the Record of Decision.</p> <p>11. Please see responses to comments B-5 through B-10 (starting on page 11-114) in the FEIS.</p> <p>12. The FEIS describes the transportation and environmental impacts associated with the construction of a fixed guideway project to improve transit service in the University Corridor of the METRO service area. The effects of the No Build, Transportation System Management (TSM)/Baseline Alternative, and Build Alternatives have been evaluated and compared across a range of subject areas related to both natural and manmade environments. These include transportation systems, land use, socio-economic conditions, air quality, noise, vibration, visual, ecosystems, water resources, historic resources, archeological resources, parklands, geology, hazardous/regulated materials, safety/security, public involvement, financial analysis, and secondary and cumulative effects.</p> <p>13. With respect to the neighborhood comment, please see responses to comments SC-8 (page 11-62), SC-13, and SC-14 (page 11-64) in the FEIS. With respect to the balance of this comment, please see responses #2, #7, and #8 above.</p> <p>14. Comment noted.</p>

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48	Rex Koontz Associate Professor University of Houston	METRO On-line Form 02/24/10	Take a hard look at the plans for the station on Cleburne St. around the University. Consult with us on the most productive and efficient places for a station.	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The environmentally cleared Southeast LRT includes the Cleburne Station. The Scott Station for the University LRT was designed to provide parallel station platforms with the Cleburne Station. The Cleburne, Scott, or combined Station located at Scott near Cleburne Street will serve University of Houston, Texas Southern University, and the surrounding community.
49	Sara Haynes	METRO On-line Form 02/24/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
50	Hannah Decker Professor of History University of Houston	METRO On-line Form 02/24/10	<p>1. Where will the Southeast line end? Where is the planned station? On which corner?</p> <p>2. There should be no rail line on Cullen between North MacGregor and I45. This would destroy the campus.</p>	These comments relate to the environmentally cleared Southeast LRT, which is not part of the University Corridor.
51	Susan Butler, Assoc. Director TX Ctr. for Superconductivity UH	METRO On-line Form 02/24/10	METRO's proposed siting for the University Corridor is not in line with the needs of UH faculty, staff and students, and our surrounding community.	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.

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52	Brian Daly	METRO On-line Form 02/24/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
53	Emily Leffler	METRO On-line Form 02/24/10	<p>1. The University of Houston Child Care Center is directly impacted by the proposed Southeast line along Wheeler Street. Our children's outdoor play space will be reduced by half.</p> <p>2. I also have major concerns about potential derailed trains and/or train accidents along this corridor in light of the proximity of rail to children.</p>	<p>1. Comments regarding encroachment upon a child care facility relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. The University LRT alignment does not impact any structures (buildings) on University of Houston property.</p> <p>2. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
54	Jane Robinson	METRO On-line Form 02/24/10	Concerned that children attending UH Child Care Center will be playing next to a construction site and that they will lose their playground to this construction site.	Comments regarding encroachment upon a child care facility relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. The University LRT alignment does not impact any structures (buildings) on University of Houston property.
55	Kathie Muncy 1620 Richmond Avenue Houston, TX	Phone call to METRO 02/24/10	Is 1620 Richmond Avenue going to be acquired and what is the relocation process and schedule?	As shown on Table 3-18, LPA Displacements and Acquisitions by Address, on pages 3-64 to 3-70 of the FEIS, a partial acquisition will be required from 1620 Richmond Avenue. Once FTA issues a Record of Decision (ROD), METRO will contact affected property owners in order make arrangements to survey private property. A METRO relocation agent will contact affected property owners to explain the process. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

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56	Elsie Myers Dept Business Administrator University of Houston	METRO On-line Form 02/24/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
57	Bryan Bales	METRO On-line Form 02/24/10	Metro seems poised to blow another huge wad of my cash on a project that will make millions for out of town interests while completely killing local businesses along this corridor.	As provided in response F-7 on page 11-120 of the FEIS, the cost-effectiveness of the University Corridor LPA, selected by the METRO Board of Directors on October 18, 2007, will be evaluated based on FTA New Starts criteria and performance measurements. The cost-effectiveness evaluation will be submitted to FTA for review and approval.
58	Shirley Yu Assoc. Professor University of Houston	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
59	Elizabeth Wingfield	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen,</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University</p>

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60	Patricia Taylor	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
61	Amy O'Neal Director of Assessment & Accreditation Svcs University of Houston	METRO On-line Form 02/25/10	Reconsider plans near UH in particular the Cleburne station and the associated "tail" on the line. Pay more attention to UH's proposals.	The environmentally cleared Southeast LRT includes the Cleburne Station. The Scott Station for the University LRT was designed to provide parallel station platforms with the Cleburne Station. The Cleburne, Scott, or combined Station located at Scott near Cleburne Street will serve University of Houston, Texas Southern University, and the surrounding community. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.
62	Elizabeth Morin	METRO On-line Form 02/25/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this

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63	Libby Ingrassia	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however,</p>

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64	Leona Davis	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
65	Katrina Borders Assistant Director of Operations, CMCD University of Houston-COE CMCD	METRO On-line Form 02/25/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in

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66	Claudia Schmuckli	METRO On-line Form 02/25/10	METRO should consider a stop at the corner of Cullen and Elgin. It is the central gateway for public access to the north side/arts corridor of the UH campus that includes all the arts presentation venues including Blaffer Gallery, the Moores Opera House, the Wortham Theatre, the Mitchell Center for the Arts and the Dudley Theatre.	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. As shown in the FEIS, the LPA includes the U of H Station on Elgin, just east of Cullen.
67	Elizabeth Luckert	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
68	Meredith Coleman Programmer Analyst University of Houston	METRO On-line Form 02/25/10	<p>1. General safety and Access Issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall footprint of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p> <p>2. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population well.</p> <p>3. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, when the tracks could run in the city's right-of-way instead.</p>	<p>1. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>2. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>3. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p>
69	Cyrea Edwards	METRO On-line Form 02/25/10	Traffic is my issue with the rail. It will help with the students and employees trying to come in for work or school, but it will also hurt the traffic for those this rail does not benefit. There is going to be even more traffic.	Comment noted. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. In addition, a traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.
70	Patricia Deeves	METRO On-line Form 02/25/10	1. Do not disrupt the excellent child care center with encroaching on their grounds near the University of Houston.	1. The University Corridor LRT alignment does not impact any structures (buildings) on the University of Houston central campus. The comments about the displacement of a child care facility relate to the environmentally cleared Southeast Corridor alignment which is not part of the University Corridor.

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			2. Revisit the location of stations to best serve the students who could use this line.	2. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.
71	Iska Wire Development Director University of Houston	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
72	Wendy Ballard	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on</p>

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73	John Reed Professor University of Houston	METRO On-line Form 02/25/10	Put a glamorous transportation terminal/station at the southeast corner of Elgin and Cullen that is developed in harmony with the University.	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. As shown in the FEIS, the LPA includes the U of H Station on Elgin, just east of Cullen.
74	Veronika Evans Class senator 1 University of Houston SGA	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p>

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			4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.	4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
75	C. Johnson Supervisor University of Houston	METRO On-line Form 02/25/10	<p>1. Rail will interrupt the traffic flow and will become a hazard for students walking to/from dorms.</p> <p>2. It will cause more delays not serve any purpose</p> <p>3. It will bring a criminal element closer to campus with easy access.</p> <p>4. It strips the heart of our campus that was once beautiful.</p>	<p>1. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. While implementation of LRT will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of the FEIS to determine what safety measures are warranted. As a result of these analyses, all key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts. Because some of these intersections occur within the vicinity of schools along the University Corridor, school children will benefit from these safety measures when crossing the alignment. Pedestrians in general will also benefit from a safer crossing environment at these locations. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>2. See response to #1 above.</p> <p>3. Please see response to comment SS-5 (page 11-74) in the FEIS.</p> <p>4. The design and construction of the LPA will be consistent with METRO design standards. The stations will be designed to be compatible with each specific location, being respectful of the primary land use and surrounding area. Section 3.6.3 of the FEIS discusses the long-term visual impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. METRO will continue coordination with UH and other appropriate agencies regarding the design and mitigation measures of the University Corridor.</p>
76	Sondra Tennessee University of Houston	METRO On-line Form 02/25/10	General Safety and Access Issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Child Care Center while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.	Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction.
77	Shirin Hasan	METRO On-line Form 02/25/10	<p>1. Light rail will disrupt traffic at the University of Houston main campus.</p> <p>2. The project is not profitable. The project needs to achieve long-term profitability.</p> <p>3. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p>	<p>1. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>2. As provided in response F-7 on page 11-120 of the FEIS, the cost-effectiveness of the University Corridor LPA, selected by the METRO Board of Directors on October 18, 2007, will be evaluated based on FTA New Starts criteria and performance measurements. The cost-effectiveness evaluation will be submitted to FTA for review and approval.</p> <p>3. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p>

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			<p>4. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>5. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>6. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>4. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>5. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>6. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
78	Kyla Holas	METRO On-line Form 02/25/10	<p>1. Light rail near University of Houston will be a detriment to health and well being of all the students on campus.</p> <p>2. Placing the rail so close to campus you will increase the unauthorized people.</p> <p>3. It will detract from the look of campus and athletic facilities.</p>	<p>1. While implementation of LRT will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of the FEIS to determine what safety measures are warranted. As a result of these analyses, all key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts. Because some of these intersections occur within the vicinity of schools along the University Corridor, school children will benefit from these safety measures when crossing the alignment. Pedestrians in general will also benefit from a safer crossing environment at these locations.</p> <p>2. Please see response to comment SS-5 (page 11-74) in the FEIS.</p> <p>3. The design and construction of the LPA will be consistent with METRO design standards. The stations will be designed to be compatible with each specific location, being respectful of the primary land use and surrounding area. Section 3.6.3 of the FEIS discusses the long-term visual impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. METRO will continue coordination with UH and other appropriate agencies regarding the design and mitigation measures of the University Corridor.</p>
79	Mary Angela Clifton Research Funding Specialist University of Houston	METRO On-line Form 02/25/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in

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			<p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
80	Jacqueline McWhirt	METRO On-line Form 02/25/10	<p>1. The rail is unsafe for students. Walking routes will be compromised putting pedestrians in danger. Accidents involving the rail are too numerous to count.</p> <p>2. The planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall footprint of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p> <p>3. The plans for the rail have already damaged our environment by cutting down beautiful 50+ year old trees.</p>	<p>1. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>2. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>3. Construction has not yet begun on the University corridor, so no trees have been removed. METRO will comply with the City of Houston tree ordinance. Also, see Comment B-5 (page 11- 114) in the FEIS.</p>
81	Tiffany Robinson	METRO On-line Form 02/25/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses</p>

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			<p>of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
82	Scott Stevenson	METRO On-line Form 02/25/10	<p>1. 100% behind your efforts to bring rail service to Houston.</p> <p>2. Respond to all the stakeholders and strike a fair balance among competing interests.</p> <p>3. Extend rail to Eastwood TC. Make sure METRO is a well-integrated transit system.</p>	<p>1. Comment noted.</p> <p>2. There has been an extensive public outreach process for the University Corridor. Public information activities through public meetings, presentations, and other meetings have been undertaken to inform residents and provide the opportunity for participation in defining the project's purpose and need, project evaluation, project planning, alternatives development, station locations, and environmental issues. The process has informed the affected residents of the relative impacts from the various options (alignment routes, vertical and horizontal alignments, station locations, etc.). Public presentations have been given to community groups, civic organizations, municipal officials, and regional, state, and Federal agencies. Community outreach included 68 formal stakeholder meetings, seven public meetings, two public hearings, and over 14 small group and one-on-one meetings. All questions and comments that METRO received during the 45-day comment period for the Draft Environmental Impact Statement (DEIS) have been responded to in the FEIS. We are currently in the 30-day circulation period for the FEIS. At the conclusion of the 30-day circulation period the Federal Transit Administration will consider issuing a Record of Decision providing the University Corridor light rail project final environmental clearance.</p> <p>3. Comment noted.</p>
83	Franchesca Skiles Imagepro 2024 Richmond Ave. Houston, TX 77098	Letter to FTA 02/25/10	<p>1. METRO has not answered any of our questions in the FEIS with useful information.</p> <p>2. LRT will have to be built up to get it out of the water that occurs from flooding in the Richmond Avenue area. The raised concrete would force flood waters to adjacent property.</p> <p>3. METRO has used old Google maps for their depiction of the right-of-way; some existing buildings are not shown. The inaccuracy of the maps and the statement that "right-of-way takings shown are preliminary and are</p>	<p>1. Section 11.3 of the FEIS presents the responses to comments received on the DEIS.</p> <p>2. Please see responses to comments WR-1 and WR-2 on page 11-108 of the FEIS.</p> <p>3. METRO confirmed the locations of the existing right-of-way at the block corners located at intersections rather than rely upon aerial photography. These locations were confirmed on March 31, 2008 for the LPA and December 22, 2008 for the revised east segment of the LPA.</p>

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			<p>subject to change as the project proceeds" do not provide any information as to how much land METRO needs for the rail system. Landholders have no valid information for planning future expansion and this will affect the job market as businesses decide not to expand because of METRO's uncertainties.</p> <p>4. Page 6-65 states "parking areas directly associated with a business or residence to be acquired for the alignment or stations may be reduced". METRO is purposefully vague about the number of parking spaces that they will be taking. Parking spaces that will be eliminated have been both over counted and under counted. The FEIS does not delineate where METRO plans to park anyone who lives and works along the alignment or the construction equipment or worker's vehicles during construction.</p> <p>5. METRO states that construction will bring air toxins in section 2.6.1.2 and yet it does not state that it will provide more than simple remedies of tarping some trucks. A seven year construction period is a long time for neighborhoods to live with particulate matter in the air.</p> <p>6. Noise tables 4-8 and 4-10 are inadequate as a comparison of increased noise levels for the LRT. Noise levels would be far above national and city standards. This is unacceptable for homeowners and business owners along the line. METRO suggests performing some construction at night. This would mean families living along the line would be subjected to extreme noise levels 24 hours a day for years.</p> <p>7. Stray electric current is not addressed in the FEIS. There is potential damage to computer systems and fiber optic systems, water lines and gas lines.</p> <p>8. METRO is vague about traffic congestion that will be created along the alignment and has refused to show us the most recent traffic engineering studies. Removal of a lane of moving traffic in both directions, the increased danger of narrow lanes of traffic, and the loss of crossovers and left turns only threatens the safety of drivers. There is going to be increased danger.</p> <p>9. The number of street lights and crossing gates will increase travel times, congestion and danger. METRO has not answer for these issues in the FEIS.</p> <p>10. Mandell or Montrose Stations are not illustrated so we have no idea of layout of land requirement or if bicycle racks are included in the plans. These design issues are not addressed.</p> <p>11. METRO plans to clear cut every tree east of Kirby on the proposed alignment. The tree count in the FEIS is inaccurate and misses many trees. The amount of greenspace to be lost during and after construction will only lessen the air quality and increase flooding.</p> <p>12. FEIS is inadequate and does not represent accurately the reality of conditions along the alignment.</p>	<p>These dates have not been reflected in the FEIS. The aerial photos are for display purposes only. Right-of-way requirements are preliminary and are subject to change as the project proceeds.</p> <p>4. Table 6-37 beginning on page 6-66 of the FEIS presents the number of parking spaces, by address, that are anticipated to be eliminated by the project. Section 2.3.3.6 of the FEIS (page 2-74) describes the construction staging areas anticipated for this project.</p> <p>5. There is no Section 2.6.1.2 in the FEIS. Perhaps the comment refers to Section 4.6.5 which presents short term construction effects on air quality. Section 4.6.6 presents the proposed mitigation for these short term construction effects. Please see page 4-24.</p> <p>6. Noise levels from transit operations are projected and compared with impact criteria established for residential land uses by Federal Transit Administration. METRO will require contractors to adhere to noise and vibration specifications during construction.</p> <p>7. Please see the response to comment EG-1 (pages 11-115 and 11-116) in the FEIS.</p> <p>8. Please see Section 6.2 Effects on Roadways in the FEIS (pages 6-33 to 6-61). This section presents the results of traffic engineering analysis for the University Corridor light rail project including lane configurations and locations where left turns will be permitted. While implementation of LRT will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of the FEIS to determine what safety measures are warranted. As a result of these analyses, all key intersections (intersections where left turns are permitted) will have signage, lighted pedestrian signals, new mast-arm electronic traffic signals and pavement markers (such as 'Stop Here on Red') to help reduce pedestrian/vehicular conflicts. Because some of these intersections occur within the vicinity of schools along the University Corridor, school children will benefit from these safety measures when crossing the alignment. Pedestrians in general will also benefit from a safer crossing environment at these locations.</p> <p>9. Please see the response to #8 above.</p> <p>10. Typical sections for the Montrose and Mandell Stations are included in Appendix C of the Record of Decision.</p> <p>11. Please see responses to comments B-5 through B-10 (starting on page 11-114) in the FEIS.</p> <p>12. The FEIS describes the transportation and environmental impacts associated with the construction of a fixed guideway project to improve transit service in the University Corridor of the METRO service area. The effects of the No Build, Transportation System Management (TSM)/Baseline Alternative, and Build Alternatives have been evaluated and</p>

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			<p>13. The light rail will destroy our neighborhoods, our green environment, and create massive grid lock traffic congestion, that we do not have now. The increased flooding and danger from stray electrical current with our water lines, foundations, gas lines, and fiber option lines is a nightmare.</p> <p>14. There is nothing positive this light rail proposal has to offer out city or its residents.</p>	<p>compared across a range of subject areas related to both natural and manmade environments. These include transportation systems, land use, socio-economic conditions, air quality, noise, vibration, visual, ecosystems, water resources, historic resources, archeological resources, parklands, geology, hazardous/regulated materials, safety/security, public involvement, financial analysis, and secondary and cumulative effects.</p> <p>13. With respect to the neighborhood comment, please see responses to comments SC-8 (page 11-62), SC-13, and SC-14 (page 11-64) in the FEIS. With respect to the balance of this comment, please see responses #2, #7, and #8 above.</p> <p>14. Comment noted.</p>
84	Meredith Ball	METRO On-line Form 02/26/10	<p>1. Unnecessary for rail to encroach on University of Houston campus, especially concerning the police station and child care facility.</p> <p>2. Train derailment close to small children or college students is frightening.</p>	<p>1. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. The University LRT alignment does not impact any structures (buildings) on University of Houston property. METRO is designing the University Corridor LRT to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment predominately uses existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe.</p> <p>2. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
85	Peggy Blake	METRO On-line Form 02/26/10	<p>1. Concerned about the area of the line along Wheeler on the UH campus that will encroach on the UH Child Care Center playgrounds. This will be unsafe for the children at the UHCCC, and hamper movement of the UH Police, faculty/staff/students, and individuals with disabilities.</p> <p>2. The line should use the City right-of-way whenever possible, avoiding encroachment onto UH athletic fields & other areas.</p>	<p>1. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p>
86	Brittany Ehrhardt	METRO On-line Form 02/26/10	Working on the light rail during the summer when there are fewer students would cause less traffic jams therefore less wrecks.	METRO will require contractors to develop a construction staging plan. The local characteristics of the construction site will be taken into consideration when developing the schedule. The contractor will be required to comply with applicable City ordinances and permit requirements.
87	Lesley Morton	METRO On-line Form 02/26/10	Rail will bring safety issues to the University of Houston campus. Change the plan to better suit the UH campus and with the students and faculty members' safety in mind.	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
88	Katie Grothaus The University of Houston	METRO On-line Form 02/26/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.

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89	Matt Haworth	METRO On-line Form 02/26/10	<p>1. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>2. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p>	<p>1. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>2. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p>
90	Alicia Brade	METRO On-line Form 02/26/10	Rail will not be a good addition to the University of Houston, mostly because of safety	METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.

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91	Mike Baker	METRO On-line Form 02/26/10	<p>1. Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. The planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p>
92	John Flynt pre-med/student	METRO On-line Form 02/26/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>

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93	Melissa Carroll Media Relations University of Houston	METRO On-line Form 02/26/10	<p>1. Connecting Houston's population with key destinations where they learn – like University of Houston – and work will be a beneficial public transportation resource for people who can not afford a car for personal transportation.</p> <p>2. The current plan has significant problems, especially with the drop off at Cleburne that is too far away for the UH community and will not be an effective or safe plan.</p> <p>3. Do not disrupt the current parking situation, which is already lacking on campus, by taking away parking.</p> <p>4. Work with UH administration on the suggestions UH recommends.</p>	<p>1. Comment noted. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>2. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The environmentally cleared Southeast LRT includes the Cleburne Station. The Scott Station for the University LRT was designed to provide parallel station platforms with the Cleburne Station. The Cleburne, Scott, or combined Station located at Scott near Cleburne Street will serve University of Houston, Texas Southern University, and the surrounding community.</p> <p>3. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open.</p> <p>4. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University.</p>
94	Jolisa Johnston	METRO On-line Form 02/26/10	<p>1. The Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in that area of the campus.</p> <p>2. The planned route of the rail lines appear to unnecessarily encroach on areas of campus</p> <p>3. Construction of a dead-end rail line south of Cleburne Street is a huge safety issues being so close to our students.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
95	Celeste Fritsche	METRO On-line Form 02/26/10	<p>1. Proposed plan will severely hinder movement on campus for faculty and students and poses many safety risks that are unnecessary.</p> <p>2. In an area where parking is already limited and difficult to access you wish to drop a rail line that will further congest things. The plan will create greater congestion.</p> <p>3. Light rail will further impede disabled access to the campus.</p> <p>4. The Cleburne station proposed will dramatically impact the university motor and pedestrian traffic. Since this is not intended to service the University population, this is very unacceptable.</p>	<p>1. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>2. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. In addition, a traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>3. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction.</p> <p>4. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at</p>

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			<p>5. The current plan will be an eye-sore.</p> <p>6. Put light rail where it can service park & ride locations.</p>	<p>an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>5. The proposed transit investment in the University Corridor, when considered in the context of the overall METRO Solutions program, would contribute to the providing regional transportation choices and improving regional quality of life, community image, and overall mobility. Urban design efforts are underway as part of the design, which will include community involvement. Additionally, METRO has a public arts program for stations. Section 11.3.8 addresses other quality of life comments in the FEIS (pages 11-69 to 11-70). The design and construction of the LPA will be consistent with METRO design standards. The stations will be designed to be compatible with each specific location, being respectful of the primary land use and surrounding area. Section 3.6.3 of the FEIS discusses the long-term visual impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. METRO will continue coordination with UH and other appropriate agencies regarding the design and mitigation measures of the University Corridor.</p> <p>6. METRO has an extensive park & ride system which, as part of METRO Solutions, it continues to support and expand. The University Corridor includes park & rides at the Hillcroft Transit center, the Newcastle Station and the Eastwood Transit Center.</p>
96	Jenna Howe	METRO On-line Form 02/26/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and</p>

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			Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.	ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
97	Jacqueline Shiao	METRO On-line Form 02/26/10	<p>1. Concerned about METRO passing through the university since it might add more congestion to the streets; thereby, adding more wait time and a longer commute.</p> <p>2. Worried about the safety of crossing the street when METRO is added since many people cross the street when there are no cars, not when the signal changes.</p> <p>3. Many students like to park in the lots that connect to Wheeler.</p> <p>4. The light rail on Wheeler is very close to Cullen Oaks Apartments along with the Police Station and the Childcare Center.</p> <p>5. How does adding METRO to the routes to the campus affect the students, the teachers, and the faculty in a positive way from the point of view of METRO?</p> <p>6. What is the projected use of the University & Southeast corridor – will a lot of people associated with the campus use it?</p>	<p>1. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. In addition, a traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>2. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>3. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. The University LRT alignment does not impact any structures (buildings) on University of Houston property.</p> <p>5. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. METRO is designing the University Corridor LRT project to minimize property impacts. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p> <p>6. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. The University LRT and the Southeast LRT will provide a one-seat ride to the University of Houston campus for a wide geographic area. Since these two lines connect with the existing METRO Rail Red Line, accessibility to UH campus is further improved significantly for a sizable population who live within walking distances from the Main Street line. Our ridership analysis indicates that the University LRT can be expected to carry anywhere between 1,000 to 1,500 daily trips in 2030 that are campus related (students as well as employees of the university).</p>
98	Benito Sanchez	METRO On-line Form 02/26/10	<p>1. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>2. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p>	<p>1. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>2. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through</p>

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			3. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.	discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded. 3. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
99	Stephen Vitek	METRO On-line Form 02/26/10	1. Proposed light rail in University of Houston will hinder traffic flow. 2. It will serve no benefits to the majority of the students that commute to campus each day. 3. It may increase the number of traffic accidents in the area as well as posing a greater threat to pedestrian safety.	1. Section 6.2.3.4 of the FEIS presents a comparison of future traffic conditions with and without the light rail project. Specifically, Table 6-32 presents future intersection level of service for the No Build and Build Alternatives. In addition, a traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. 2. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University. 3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.
100	Linda Thompson	METRO On-line Form 02/26/10	1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus. 2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead. 3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor. 4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare	1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations. 2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street. 3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded. 4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and

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101	Angelle Mouton	METRO On-line Form 02/26/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p> <p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
102	Mike Allen University Of Houston Student	METRO On-line Form 02/26/10	<p>1. Planned locations of light rail stations on the UH campus: Cleburne Station on the Southeast line does not serve the University population and will disrupt traffic and shuttle bus flow in this area of campus.</p> <p>2. Planned location of the rail lines themselves on the UH campus: the planned route of the rail lines appears to unnecessarily encroach on areas of campus, particularly the athletic fields, when the tracks could run in the City's right-of-way instead.</p>	<p>1. Comments regarding the Cleburne Station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. A traffic analysis was performed for the Southeast Corridor; traffic on Scott Street at Cleburne Street will operate at an acceptable level of service on the opening day of service and in the future. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic and shuttle bus operations.</p> <p>2. METRO is designing the University Corridor LRT project to minimize property impacts. In order to reduce the amount of right-of-way needed for the LPA, the alignment uses predominately existing street right-of-way or METRO's Westpark Corridor. In addition, stations have been positioned to minimize property impacts, travel lanes have been narrowed, and the tracks have been designed as close together as is safe. Placing the guideway on the City of Houston roadway right-of-way would still require acquiring some land from the University of Houston in order to maintain the existing number of travel lanes on</p>

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			<p>3. Planned "tail" along Scott Street, south of Cleburne Street on the UH campus: construction of a dead-end rail line or "tail" in this location is a safety issue being so close to several student housing areas, encroaches on stadium parking, is unsightly, potentially dangerous and disrupts a major campus traffic corridor.</p> <p>4. General safety and access issues on the UH campus: the planned route of the Southeast line along Wheeler Street, between Scott and Cullen, encroaches onto the existing site of the Police Station and the Childcare Center, while the overall foot-print of the light rail makes little provision for access for disabled students or general movement around the campus on a daily basis by students, staff and faculty in a safe and convenient way.</p>	<p>Scott Street. If property impacts to the University of Houston were minimized or eliminated, there would be substantial right-of-way impacts on the west side of Scott Street.</p> <p>3. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74. METRO is designing the University Corridor LRT project to minimize property impacts. The University LRT eliminates a minimum number of parking spaces and most of the access points into the parking lot will remain open. The LPA would introduce new visual elements including catenary poles and wires; however, they would be located near the existing power lines along Scott Street right-of-way. Section 3.6.3 of the FEIS discusses the impacts resulting from the LPA and Section 3.6.5 discusses mitigation measures which would be implemented for visual impacts. Final mitigation treatments for visual impacts would be developed during the final design process through discussions with affected parties. The tail track is located on University of Houston property adjacent to Scott St. and it terminates prior to the Scott & Wheeler intersection; therefore, vehicular traffic should not be impeded.</p> <p>4. Comments regarding encroachment upon a child care facility and a police station relate to the environmentally cleared Southeast Corridor alignment, which is not part of the University Corridor. METRO will construct ADA compliant sidewalks, intersection crosswalks, and ramps for use by all University of Houston students and the general public. The design plans will be reviewed and approved by the State of Texas and sidewalks, crosswalks, and ramps will be inspected for ADA compliance after construction. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p>
103	Edward R. (Ted) Richardson 28 Lana Lane Houston, TX 77027-5606	Letter to FTA 02/26/10	<p>1. The METRO revenue projections as shown in the FEIS are not supported by the most recent projections of the IRF, State of Texas, and City of Houston – all of which have expertise in local area trends and forecasting. It is suggested that the financial model in the FEIS be updated and refined before FTA issues a Record of Decision.</p> <p>2. The projected increase in ridership is virtually negligible when the LPA is compared to the FEIS TSM/Baseline (TSM/Baseline) – yet the difference in estimated costs between the LPA and the TSM/Baseline is astronomical.</p> <p>3. TSM/Baseline is the better choice when the major negative issues related to the LPA are more thoroughly evaluated. The substantial negative aspects and long-term impacts of the LPA when compared to the TSM/Baseline strongly support the TSM/Baseline.</p> <p>a) Although the TSM/Baseline Alternative has some characteristics that may not be perceived to be as successful as the LPA, it does have many advantages that will be discussed in items listed hereinafter. For example, in the TSM route described above, eliminated from the scope of the project is virtually all 1) right-of-way acquisition, 2) residential or business displacements or acquisitions -e.g. several businesses at South side of U.S. 59 bridge, 3) street reconstruction, 4) utilities relocation and vulnerability, 5) tree removal and re-planting, landscaping, 6) noise concerns and abatement, 7) signalization expense, 8) railroad crossings, 9) additional signage, 10) construction of a new bridge over U.S. 59, 11) twelve Traction Power Substations, 12) lane width reductions, 13) lane closures, 14) re-striping of pavements, etc., etc., etc. Additionally, TSM provides flexibility and reliability that would not be a characteristic of the LPA (LRT). Although the certainty of a fixed location inherent in LRT rail lines and stations may be considered a benefit by developers and those who ascribe to the alleged benefits of Transit Oriented Development (TOD), it is a fact that METRO's Red Line LRT - which is located wholly at grade, sharing the same roadway as pedestrians' cyclists' emergency vehicles, cars, trucks, buses - is</p>	<p>1. The financial plan in the FEIS is based on earlier sales tax forecasts that comply with FTA guidelines and represent a snapshot in time. These numbers will be updated annually to comply with FTA New Starts requirements as the project proceeds.</p> <p>2. Please see responses to comments TR-36 (page 11-89) and comments F-3 (page 11-119) and F-7 (page 11-120) in the FEIS.</p> <p>3. Please see responses to comments AA-30 (page 11-48) and AA-50 (page 11-51) in the FEIS.</p> <p>a) Please see response to comment AA-30 (page 11-48) in the FEIS for comment on the TSM/Baseline Alternative. Also see responses to comments SS-1, 2, 3, 7 and 8 (pages 11-72 to 11-74) in the FEIS for comment on safety. The down time for the METRO Rail Red line after Hurricane Ike was due to the length of time needed for the City of Houston and the local electrical provider to restore traffic signals along the line to working order. Please see responses to comments WR-1 and WR-2 on page 11-108 of the FEIS for comment on flooding.</p>

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			<p>subject to rather frequent disruption caused by accidents and weather events. During Hurricane Ike, the entire METRO Red Line was out of operation for 10 days. Street flooding is a common Houston occurrence, especially along Richmond Avenue, and many streets are affected by high water from heavy rains which cause re-routing of vehicles - an adjustment not conducive to LRT operations. In the cases of Hurricane Ike, accidents that close the LRT, street flooding and various other unforeseen emergencies, it is the buses which come to the rescue.</p> <p>b) It is debatable whether the TSM/Baseline Alternative represent minimal change and would not be supportive of plans of local government, quasigovernmental organizations, and community organizations, especially when the costs, tax, and other ramifications are considered.</p> <p>c) Note the statement about the LPA and Neighborhood Cohesion: "LPA. In some neighborhoods, cohesion could be adversely affected, in that the design and placement of the LPA could create boundary or barrier effects. These neighborhoods are the Montrose Super Neighborhood and the Third Ward Super Neighborhood (at Cuney Homes). In addition, residential displacements will occur in these neighborhoods. These displacements are not numerous enough to adversely affect neighborhood cohesion; the largest single residential displacement is a 20+ unit garden apartment development.</p> <p>d) In Table 3-17 LPA Right-of-way Acquisition Summary on page 3-63, for the LPA there are listed: 212 Parcels Impacted, 7 Full Parcel Acquisitions, and 168 Relocations. There are no Right-of-way Acquisitions shown for the TSM/Baseline Alternative. In Table 3-19, for the TSM/Baseline Alternative in Segment I (Hillcroft Transit Center to Weslayan) there are 0 Impacted Properties and 0 Relocated Establishments; in Segment II (Weslayan to Main Street) there are only 2 Impacted properties and 0 Relocated Establishments; in Segment III (Main Street to Eastwood Transit Center) there are only 4 Impacted Properties and 2 Relocated Establishments. For the LPA as listed in Table 3-18 for all three Segments (Hillcroft Transit Center to Eastwood Transit Center), there are 168 Relocations and 40 Structures Displaced.</p> <p>e) In Table 3-20 Summary of Impacts to Historic Properties under the LPA, there are ten Historic Properties listed with varying degrees of impact.</p> <p>f) Table 3-25 Visual Impact Assessment Summary is presented for numerous Sensitive Area Receptors as listed on eight pages (3-99 through 3-106).</p> <p>g) Note in Section 3.6.3.1 the visual treatment of the Transit Stations and the 12 Traction Power Stations is addressed to some extent.</p> <p>h) It is of interest to note that in the proposed LPA, METRO has proposed only one Station (Gulfton) along the LRT between the Hillcroft Transit Center and the Bellaire Station. This distance of approximately one and one-third miles is an area with Below Poverty Level Households surrounding its entire length (Figure 1-29).</p> <p>i) Table 4-2 Caliper Inches by Alternative Alignment, lists that the Total Number of Trees in all three Segments (Hillcroft Transit Center to Eastwood Transit Center) is 725 Trees of a Total of 8,410 Caliper Inches.</p> <p>j) It is noted that in the Appendix E Engineering Drawings, most of the Typical Sections show a 6' Sidewalk adjacent to the curb. This new</p>	<p>b) As shown in section 3.1 of the FEIS, TSM/Baseline does not conform to local planning initiatives sponsored by community and governmental entities.</p> <p>c) Section 3.2.3.1 (page 3-57) presents the long term effects of the project on neighborhood cohesion. Section 3.2.5 presents the proposed mitigation for these effects.</p> <p>d) Comment noted.</p> <p>e) A Determination of Effects Report has been coordinated with THC. The LPA would have NO ADVERSE EFFECT on NRHP-listed, eligible, or contributing properties. Table 3-20 summarizes the Section 106 effects for the LPA. None of these effects constitute an ADVERSE EFFECT.</p> <p>f) Comment noted.</p> <p>g) Comment noted.</p> <p>h) Section 3.8 of the FEIS presents the environmental justice analysis for this project and demonstrates there are no disproportionate impacts to environmental justice communities.</p> <p>i) Table 4-2 is an inventory of trees for all build alternatives that were considered in the DEIS and FEIS.</p> <p>j) Potential impacts from the project to trees along the LPA include provision of sidewalks as presented in the Engineering Drawings.</p>

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			<p>sidewalk construction will surely require the removal of many, many, many additional trees.</p> <p>k) Figures 4-6, 4-7, 4-8 Noise and Vibration Measurement Sites show the locations where measuring devices were installed between 1/23/06 and 8/21/08, and at most of the Stations the devices were only measuring for 1 hour or less. Due to the increased traffic volumes and other activities since the measurements were taken and the varying noise levels that occur during any 24 hour period, it is suggested that the data from most - if not all - of these stations is not representative of current conditions. Therefore, the data is not believed to be reliable for determining whether a location should be rated no impact, moderate impacts, or severe impact in accordance with Figure 4-5, page 4-27, FTA Noise Impact Criteria chart. Also, it is noted that the sites of many of the Noise and Vibration Measurement Sites were located at non-representative locations. For example, it seems appropriate to have a measurement site at each curve and major grade change in the proposed LPA (LRT) rail alignment.</p> <p>l) If the LPA (LRT) alignment is constructed as proposed, there are monumental concerns about the construction impacts related to placing the LRT over existing utilities - primarily the 66" pressurized water line under Richmond Avenue and various high pressure gas lines - for obvious reasons. The 66" water line serves a very large portion of southwest Houston and a rupture of the line would be catastrophic.</p> <p>m) It appears there should be some adjustment in Travel Times of the LPA versus the TSM/Baseline to reflect the additional walking time it could take an individual to arrive at a transit stop - considering for example, that there are presently 22 bus stops between Wheeler Station and Cummins Street, and in the LPA there would only be seven LRT Stations (including Wheeler and Cummins). Thus, it would probably take the average transit dependent person longer to walk to an LRT Station than to a Bus Stop.</p> <p>n) Where is a similarly detailed analysis of the user benefits of the TSM/Baseline Alternative compared to the LRT Build Alternative and considering the magnitude of the estimated LPA cost, shouldn't the TSM/Baseline Alternative be fully and fairly evaluated?</p> <p>o) Table 6-26, page 6-37 shows that the 2030 Total Transit Trips by Mode for the LPA are 666,960 and for the FEIS TSM/Baseline the Total Transit Trips are 655,829 - an increase of only 11,131 or 1.69%. Thus, for the projected expenditure of \$1,321,482,000 for the LPA versus the projected expenditure of \$24,000,000 for the FEIS TSM/Baseline (a difference of \$1,298,803,482), the taxpayers will realize an estimated 1.69% increase in Total Transit Trips. How can this be considered a wise investment of the taxpayer dollars?</p> <p>p) These (reduction of SOV trips and shared ride person trips) are not very impressive reductions for an increased cost of \$1,298,803,482 vs. TSM.</p> <p>q) The LPA will require modifications to several miles of streets, lane width reductions, some lane reduction (e.g. Cummins). For detail, refer also to Table 6-28 Proposed Lane Widths along project Corridors for the LPA, and commentary on pages 6-39 to 6-43. On page 6-42 METRO states it has coordinated with the Houston Fire Department (HFD) about the</p>	<p>k) FTA accepts representative measurements to characterize existing noise conditions. Some of the measurement locations were to assess the existing conditions along alternative alignments. Conducting short-term noise measurements is an approach accepted by the FTA for quantifying existing noise conditions along a project corridor.</p> <p>l) Please see response to comment WR-3 (page 11-108) in the FEIS.</p> <p>m) By design, the TSM/Baseline alternative has the exact same stops as the LRT alternative. Therefore, the walking times between the two alternatives were set identical. Since some local bus service would still continue to operate on Richmond when light rail goes into service, the average walking distance for transit passengers will remain unaffected.</p> <p>n) The user benefits of the TSM/Baseline alternative were evaluated with respect to the No Build alternative and found to be 6,646 hours a day compared to 14,332 hours for the build alternative with respect to TSM/Baseline. While the TSM/Baseline alternative may be less expensive and more cost effective, it does not provide enough transit capacity, increase corridor mode shares, provide faster travel times or reduce air pollution the way the LRT alternative does.</p> <p>o) An LRT investment can increase the transit capacity in the corridor significantly, reduce transit travel times, connects important activity centers, and contribute to air quality benefits. While the 11,131 new transit trips may be 1.69 percent of the total regional trips, within the study corridor it represents about 12 percent of the transit trips which is considered quite significant. The 11,131 new trips gained by the transit system represent the number of auto trips eliminated from the region's highway system which contributes to substantial reduction in air pollution.</p> <p>p) Please see response o) above.</p> <p>q) Please see response to comment SS-3 (page 11-73) in the FEIS.</p>

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			<p>alternative alignments. It is interesting to note in Appendix D-Agency Coordination, there is no correspondence listed or included from the HFD. The question remains unanswered: How will emergency vehicles travelling in the North-south directions (e.g. on Kirby, Wesleyan, Shepherd, Greenbriar) be able to by-pass other vehicles that have been stopped to allow LRT passage through the North-South street intersection with the Richmond Avenue LRT?</p> <p>r) The LPA will cause major modifications and traffic congestion along many parts of its alignment. For example: "The LRT guideway will be located within the middle of Richmond Avenue, Wheeler Street, Dowling Street, Alabama Street, and Elgin Street. The LRT within the median will necessitate the closure of all existing median openings, except at signalized intersections, as listed in Table 6-29.</p> <p>s) Also, other significant traffic congestion, obstructions and delays will be caused because: "for the LPA, motorists desiring to turn left onto side streets and driveways along the LPA will be required to continue along the street to the next signalized intersection and to execute a U-turn movement or use other parallel streets to reach their destination. In some areas, a grid network of streets exists along the street that will allow traffic to turn left at a signalized intersection and use the side streets to circulate to the desired destination. Tractor trailers and buses will not be able to make U-turns at the signalized intersections and will have to use alternative routes for destinations along the left side of the street."</p> <p>t) Along Richmond Avenue, there is not an effective grid work of parallel streets. Mostly, the adjacent streets are narrow, already congested with residential and commercial street parking and not capable of handling additional traffic imposed by LRT restrictions. Businesses will be destroyed (as was the case on Main Street - because of the Red Line), residents will be inconvenienced and probably denied of street parking, and truck deliveries will be stymied. For example, one has only to observe what has happened to the businesses along the Main Street Red Line generally between the Museum District Station and north of the Preston Station. Most street level commercial space is for lease, once thriving businesses are gone, there has been virtually no Transit Oriented Development (after 6 years of Red Line operation), there are dozens of surface parking lots on what was considered prime real estate- and this happened along a guideway which did have a grid network of streets to support the businesses. Cross street closures and median barriers will have severe impacts on neighborhoods cohesion.</p> <p>u) The Level of Service (LOS) for traffic other than the LRT will be severely impacted by the elimination of medians and cross streets and left turns and the additional signalized intersections as evidenced by the existing Red Line LRT operations along Main Street and Fannin Street. It appears there are more mid-block signals in the future.</p> <p>v) In the Table 10-1 comparison of the TSM/Baseline Alternative and the LPA, it is of interest to note that both are rated "Better" in achieving Goals 2, 5, and 6. TSM is ranked "Neutral" for Goals 1 and 4, whereas the LPA is ranked "Better". For "Goal 3: Support Future Development, the TSM/Baseline Alternative is rated "Worse" and the LPA is rated "Better", and that LPA rating of "Better" is questioned because of existing</p>	<p>r) Table 6-29 (page 6-43) in the FEIS identifies the anticipated median closures associated with the project. Section 6.2.5 presents the proposed mitigation for these effects.</p> <p>s) Comment noted.</p> <p>t) Section 6.2 Effects on Roadways in the FEIS (pages 6-33 to 6-61) presents the results of traffic engineering analysis for the University Corridor light rail project, including lane configurations and locations where left turns will be permitted. The number of travel lanes and on-street parking restrictions on Richmond Avenue as presently exist will remain in effect. As stated in the FEIS, minimizing median openings will facilitate the traffic flow and provide for safe pedestrian movements. Also, see responses to the following comments in the FEIS:</p> <ul style="list-style-type: none"> • TR-33 (page 11-87) • EC-1 (page 11-56) • EC-2 (page 11-56) • EC-4 (page 11-57) • EC-5 (page 11-57) • EC-9 (page 11-59) • SC-5 (page 11-61) • SC-8 (page 11-62) • SS-4 (page 11-73) <p>u) Please see response r) above.</p> <p>v) Sections 5.2 (page 5-8) and 5.3 (page 5-39) of the FEIS present station area development and overall developments effects of the project.</p>

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			<p>conditions along METRO's Red Line. Since the proposed LRT routes are near much fewer "star attractions" what hard evidence is there to show there will be future development that would justify the cost to design, build operate, and maintain the LPA which is estimated to cost \$1,321,482,000 compared to the \$24,000,000 estimated cost of the TSM/Baseline Alternative?</p> <p>w) According to an analysis of the Total Transit Trips shown in Table 6-26, page 6-37, in 2030, after the expenditure of at least \$1,321,482,000 there will be an increase of only 1.69%. An expenditure of this magnitude and the implications of retiring the taxpayer is just not comprehensible.</p> <p>x) The fact that the TSM/Baseline does not represent a permanent investment and commitment to a fixed guideway supports the case for:</p> <ul style="list-style-type: none"> • flexibility to adapt to Houston's dynamic growth patterns, and • the reliability to provide transit that can respond to extreme weather/flooding conditions • the elimination of potential problems with underground utilities • the elimination of traffic lane width reductions, street reconstruction, new traffic congestion "hot spots" • the elimination of visual, noise, and vibration issues, • the elimination of the required expenditure of huge sums of money that were not authorized by the voters and the taxpayers don't have. <p>y) Also, neighborhood revitalization continues to occur regardless of LRT. The Westheimer/Kirby area has shown dynamic growth and none of that can be attributed to LRT. The fact that land values around Transit Stations has a tendency to increase substantially is a deterrent to development.</p> <p>z) The-projections apparently suppose that autos, buses, trucks, and emergency vehicles will not improve their efficiencies - which are already showing major improvements, e.g. in mileage attained and pollution reduction.</p> <p>aa) Is the LPA worth an additional \$1,298,803,482 vs. the cost of the TSM/Baseline Alternative?</p> <p>bb) Why is BRT being compared, when it was deleted by the METRO Board?</p> <p>cc) \$24,000,000 versus \$1,321,482,000? METRO has not made the case for spending an additional \$1,298,803,482 for the LPA versus TSM/Baseline.</p> <p>dd) The LPA will:</p> <ul style="list-style-type: none"> - decrease mobility - increase congestion - Kill businesses along and adjacent to the corridor - jeopardize our underground utilities , e.g. the 66" water main, and 18" high pressure gas main under Richmond Avenue - decrease the ability of emergency vehicles to travel through road/LRT intersections – especially north/south traffic which will be blocked by vehicles unable to clear a train delayed intersection - cause the destruction of hundreds of beautiful mature trees - replace beautiful section of the corridor with railroad tracks, stations, more poles and catenaries - subject the citizens to hundreds of additional signs and the stress of comprehending them 	<p>w) Please see response o) above.</p> <p>x) Comment noted.</p> <p>y) Comment noted.</p> <p>z) H-GAC's regional air quality model does take future vehicle efficiencies into account when projecting future air quality emissions.</p> <p>aa) Please see response to comment F-7 (page 11-120) in the FEIS.</p> <p>bb) BRT alternatives were evaluated in the DEIS. Subsequent to publishing the DEIS and conducting a public hearing, the METRO Board selected LRT as the technology for the University Corridor.</p> <p>cc) Please see response o) above.</p> <p>dd) Please see responses above.</p>

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			<ul style="list-style-type: none"> - Increase land and tax values around transit stations to the level of un-affordability, while causing higher taxation of the property owner - subjecting the transit dependent to longer walks to reach transit and the unreliability of a system so vulnerable to Houston's extreme storm conditions and street flooding 	
104	Rebecca Habib University of Houston	METRO On-line Form 02/27/10	<p>1. Worried about the placement of the light rail stations, particularly the tail on Scott Street and the line on Wheeler Street.</p> <p>2. These areas are already unsafe – worried about the effects the light rail will have on these areas.</p> <p>3. Worried about the effect the light rail will have on the noise in the area.</p>	<p>1. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The environmentally cleared Southeast LRT includes the line on Wheeler Street.</p> <p>2. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>3. Noise levels from transit operations are projected and compared with impact criteria established by Federal Transit Administration. No noise or vibration impact is projected for sensitive receptors near Scott Street and Wheeler Street.</p>
105	Barclay Ridge Christina Ridge Kristine Lindquist Sunset Terrace/Montclair Civic Association Kristine Lindquist 3803 Childress Street Houston, TX 77005 Christina & Barclay Ridge 3751 Purdue Street Houston, TX 77005	Letter to METRO 02/27/10	<p>1. The FEIS still lacks in detail of specific to comments made to the DEIS by Sunset Terrace/Montclair (STM); it lacks specifics for mitigation on environmental and technical data to comments provided; and it fails to resolve inaccurate information and uses flawed analysis for sound, vibration and traffic.</p> <p>a) Visual impacts:</p> <ul style="list-style-type: none"> • Response only provides generalities to be addressed in the final design stage. These generalities only refer to vegetation or screening walls. The use of vegetation as a visual screen would only result in a long term fix given the height of the elevated structure and the time for vegetation to grow to 35 feet. Additionally, vegetation would not block the view of the lights from Wesleyan station. Vegetation would also not be sufficient to address the sound effects. • Train headlights will be visually intrusive to residences; mitigation measures do not address this concern. • FEIS should include detailed mitigation for these concerns. <p>b) Safety and Security:</p> <ul style="list-style-type: none"> • University Corridor line will be an attraction to children being close to their neighborhood and backyards without any means physical deterrent as in a fence or wall. STM requested that METRO review the safety risks associated with LRT riders crossing over Westpark and Hwy 59 to get to the more populated businesses that include Greenway Plaza, Lakewood Church, Edwards Cinema, and retail centers north of Hwy 59, and to turning south on Drexel as opposed to Cummins to minimize the number of pedestrians needing to navigate these intersections. FEIS does not adequately address these safety and security concerns. • Request that METRO review accidents associated with children and rail lines to determine appropriate mitigation measures and seek out professionals to word along side during final design to mitigate potential accidents. Requests that the safety review, design, and mitigation requested, be performed for the construction, operation, and maintenance. • Provide controlled access so that STM will not become a transient parking area for METRO passengers; this would create an unsafe atmosphere for the children in the area with added vehicular traffic and loitering from passengers. METRO has conveyed to STM that 	<p>1.</p> <p>a) Visual impacts to Sunset Terrace/Montclair are addressed in Section 3.6.3 of the FEIS, Segments I-B and II-A. The LPA could have possible substantial visual impacts on adjacent housing residents along the elevated section of the LRT alignment within Sunset Terrace/Montclair Addition neighborhood. The LPA will also introduce new catenary poles and wires; however, the visual impacts will not be substantial due to the existing utility lines along this segment. As noted in Section 3.6.5, the type of mitigation for visual impacts would depend on the surrounding areas. Mitigation measures for visual impacts will be developed during the final design process through discussions with affected neighborhoods. Mitigation for train headlights will be accomplished by the parapet wall on the elevated structure and through operating procedures.</p> <p>b)</p> <ul style="list-style-type: none"> • Please see response to comment SS-2 (page 11-73) of the FEIS. <p>• See response to comment SS-7 (page 11-74) of the FEIS.</p> <p>• See response to comment SS-5 (page 11-74) in the FEIS. METRO does not have the authority to restrict parking on City of Houston streets. Any parking prohibitions would need to be established by the City of Houston.</p>

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			<p>parking and loitering are City of Houston issues and METRO is not responsible – STM does not agree.</p> <p>c) Air quality</p> <ul style="list-style-type: none"> Concerned about the increase in Mobile Source Air Toxic (MSAT) in STM from the idle/slow moving traffic resulting from projected level of service F at Wesleyan-Westpark intersection. METRO will be removing a building on Hwy 59 that currently buffers our neighborhood from Hwy 59 sound and MSAT Request that METRO perform MSAT study. STM requests that METRO perform a University line MSAT study as well as ozone modeling for the first month of operations taking into account the increase in traffic for a 25 ft. and 100 ft. radius around the route. STM would like the results of those studies along with PM modeling to demonstrate how this project is conforming to the SIP for those residents living specifically along the route. Request modeling of all criteria pollutants with specific attention to PM10 and PM 2.4 based on trains running on diesel plus the increase in PM emissions associated with the removal of the building on Hwy 59. STM requests a document that can be provided to our STM community demonstrating how METRO is "eliminating or reducing the severity and number of NAAQS violations AND achieving expeditious attainment to those standards" while maintaining or improving the air quality for our neighborhood and citizens in Houston living within 25 ft and 100 ft. of the rail line. <p>d) Noise</p> <ul style="list-style-type: none"> Sound should be modeled at 25 feet since the METRO right-of-way at Westpark is a distance of 25 feet from the property lines of STM residences. The FEIS indicates "Moderate Impact" for noise for STM (Segment II) in the LPA – Table 4.10. Added noise from train noise, track squeal on curve and incline, horn noise at adjacent Wesleyan intersection and station noise will all increase the ambient noise well within the "Severe Impact" range. STM Issues with June 16, 2008 HMMH analysis: <ol style="list-style-type: none"> The DEIS indicates that the existing METRO Main Sheet line runs at 85 dBA at 50 feet. HMMH used FTA reference levels lower than what METRO's existing sound level. HMMH is using train sound for the FEIS for one car train on embedded track at 84 dBA. The METRO plan is to utilize two car trains for 17.5 hours of the 20.5 hours of operation. These do not include acceleration or deceleration sound numbers of 81 dBA and 79 dBA respectively. The HMMH memo indicates that the METRO LRT on ballast and 	<p>c)</p> <ul style="list-style-type: none"> In its MSAT rule, EPA examined the impacts of existing and newly promulgated mobile source control programs, including its reformulated gasoline program, its national low emission vehicle standards, its Tier 2 motor vehicle emissions standards and gasoline sulfur control requirements, and its proposed heavy duty engine and vehicle standards and on-highway diesel fuel sulfur control requirements. Between 2000 and 2020, FHWA projects that even with a 64 percent increase in VMT, these programs would reduce on-highway emissions of benzene, formaldehyde, 1,3-butadiene, and acetaldehyde by 57 percent to 65 percent, and would reduce on-highway diesel PM emissions by 87 percent. The technical shortcomings of emissions and dispersion models and uncertain science with respect to health effects prevent meaningful or reliable estimates of MSAT emissions and effects of this project. Reliable methods do not exist to accurately estimate the health impacts of MSATs at the project level. Noise from all significant sources associated with transit operations is included in the assessments. See response to comment AQ-9 (page 11-104) in the FEIS. EPA has also determined the health effects of fine particulate matter (PM) and has set the PM of 2.5 micros or less (PM2.5) standard to ensure that the public health is protected. The PM2.5 standard was finalized on October 17, 2006 and the final rule for state plans for PM2.5 nonattainment areas was issued March 29, 2007. The Houston-Galveston-Brazoria region was designated as in attainment for PM2.5 by the EPA on December 17, 2004. Section 4.6.4 (page 4-23) of the FEIS presents the long term air quality effects associated with the project and Section 4.36.5 presents the short term construction effects. Section 4.6.6 presents the proposed mitigation for these effects. <p>d)</p> <ul style="list-style-type: none"> The noise and vibration assessment was completed according to the procedures and criteria set forth in FTA's Noise & Vibration manual (2006 edition). In accordance with FTA guideline, potential noise impact is assessed outdoors at noise-sensitive locations with frequent human use. Noise assessment is presented in section 4.7.4.2 of the FEIS. Locations identified as potential severe noise impacts are assessed prior to mitigation and committed mitigation measures are listed in the FEIS. <p>(1) Section 4.7.4.1 of the FEIS presents the reference noise levels used in assessing potential impact. These references are based on measurements of the existing METRO LRT vehicles.</p> <p>(2) Noise impact has been assessed including the proper number of cars per train (according to time period) as described in Section 4.7.4.1. Noise from trains accelerating and decelerating into/from stations has been included in the assessment.</p> <p>(3) As presented in Section 4.7.4.1 of the FEIS, reference noise levels for one LRT car at 50 feet and 50 mph is an SEL of 84 dBA on embedded track and an SEL of 87</p>

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			<p>tie tracts will be 3dBA higher than the embedded tract sound making item 2 above 87 dBA with only one car train.</p> <p>(4) HMMH utilized sound at track centerline rather than near rail sound source.</p> <p>(5) HMMH used the rear of existing houses to measure the receptor distance rather than that of the "residential land use" as defined by FTA guidelines.</p> <p>(6) HMMH measured wheel squeal of METRO's existing Main Street line on a 350' curve to be 92 dBA. The designed curve for Westpark overpass is 337' which should be close to the 92 dBA' and is not included in the sound measurement for STM in the FEIS Table 4-10.</p> <p>(7) The DEIS indicates the Main Street train horn and whistle noise to be 85 dBA, HMMH uses FTA reference levels of 81 dBA at 50 feet. STM is located within 25 feet.</p> <p>(8) The cumulative sound numbers do not include station announcement noise at 71 dBA prior to the train arrival and before departure.</p> <ul style="list-style-type: none"> • STM requests that the sound levels be recalculated for the LPA including both at-grade and elevated segments from Auden to Drexel. STM requests sound model data for elevated rail for both suspended rail structure and filled rail structure. These models should include sound levels using the same criteria used in the EEIS for distances of 25 ft., 75 ft, 150 ft and 250 ft. • As addressed to METRO numerous times, the train whistle will be audible throughout the STM neighborhood which is unacceptable to STM given the frequency of the whistle with three minute headways for east and west bound trains with the intersection signals and station arrival announcements. All METRO related sound elements would introduce a continuous new sound element between 71 to 92 dBA. • The added noise levels that STM would encounter with the LRT/BRT would be in the Severe Impact levels according to the FTA Noise Impact Criteria. Due to the extreme close proximity of residence of STM and the already high ambient dBA levels, STM proposes METRO look to alternative routes that do not impact STM in this manner. <p>e) Vibration:</p> <ul style="list-style-type: none"> • STM requests that vibration impacts be recalculated for the segment of line from Edloe running West to Drexel using the LPA/LRT and performing it for elevated and ground level options since both rail elements are proposed in the this area. • STM requests that MERO define the vibration health effects associated with both children and adults living and playing within 30 ft. of the LRT running in such high frequency. • The FEIS does not address any vibration impacts for STM locations in Segment II and no impact for any portion of Segment I per Table 4-14 Vibration Impacts for LRT Operations. Based on the numbers 	<p>dBA on ballast and tie track.</p> <p>(4) Track centerline is only used as a reference for determining distances to the alignment. Noise is modeled based on the appropriate distances from the actual noise sources (sides of vehicle and rail) to sensitive locations</p> <p>(5) In accordance with FTA guideline, potential noise impact is assessed outdoors at noise-sensitive locations with frequent human use. In the Sunset Terrace area along Childress Street, these locations are the backyards of the homes facing the proposed alignment.</p> <p>(6) Noise from all significant sources associated with transit operations is included in the assessments.</p> <p>(7) Section 4.7.4.1 of the FEIS presents the reference noise levels of project-related sources. Train whistles at gated crossings generate an SEL of 81 dBA at 50 feet. This is consistent with FTA reference levels. In Section 4.7.4.1 of the DEIS, the maximum (not SEL) noise levels of the train whistles are described as 78 dBA at 50 feet.</p> <p>(8) Noise from all significant sources associated with transit operations is included in the assessments. The contributions of noise public announcements at stations have been included in the assessment.</p> <ul style="list-style-type: none"> • Potential noise impact is assessed including at-grade and elevated segments as proposed by the project with the appropriate distances to noise-sensitive locations. • Noise from all significant sources associated with transit operations is included in the assessments. There are no continuous project-related noise sources in the Sunset Terrace area. The only project-related noise sources which are continuous are traction power substations. • Locations identified as potential severe noise impact are assessed prior to mitigation. Noise mitigation is provided at impacted locations where practical and feasible <p>e)</p> <ul style="list-style-type: none"> • The noise and vibration assessment was completed according to the procedures and criteria set forth in FTA's Noise & Vibration manual (2006 edition). Potential vibration impact has been assessed including effects from elevated structures as applicable. • The FTA vibration impact criteria have been developed on well-documented criteria and research into human response to vibration inside buildings. • Section 4.8 of the FEIS presents the vibration impact assessment for the project. Table 9-2 of the FTA Guidance Manual presents distances to screen for potential vibration impact. A detailed vibration analysis has been conducted for the project assessing

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			<p>METRO has published, the LRT will be passing within 30 feet of the back property line of STM homes on the Westpark right-of-way 250 times per day which is in the well above the "Frequent Events" as defined by the FTA. According to Table 4-13 Footnote 1, "frequent events are defined as more than 70 vibration events of the same source per day". The FTA Noise and Vibration Manual dated May 2006 (FTA NV Manuel) Chapter 9, Table 9-2 indicates that the measured distance for vibration assessment for Cat 2 (residential falls into Cat2 per Table 8-1 in same document) is 150 feet for light rail projects. This is one of the basis for STM request for recalculation of the vibration impacts.</p> <ul style="list-style-type: none"> Many of METRO's sited mitigation locations defined in Table 4-16 are located between 30-65 feet from the near track rail. STM has informed METRO that some of our homes are within similar distances given STM's concern for addressing vibration mitigation prior to construction. Additionally, it appears that METRO's analysis is based on new tract and new train equipment. As outlined Chapter 71, page 11-19 in the FTA NV Manuel rough wheels and rail can increase the vibration by 20VdB. Given that STM would already be above the residential limit if the vibration is greater than 72VdB. The numerous added vibration elements will contribute to this level including the planned turn onto the Westpark right-of-way; the prolonged engine noise at the Wesleyan station; the deceleration at Wesleyan intersection; and the engine acceleration noise required for the east bound incline to the elevated portion of the tract and the break/wheel squeal for the decelerating descend from the elevated portion of the tract. <p>f) Traffic:</p> <ul style="list-style-type: none"> STM asked METRO to repeat traffic study during the school year – METRO found vastly different results increasing traffic in all direction in a revised study. <p>g) Ridership:</p> <ul style="list-style-type: none"> All of the neighborhoods within .25 miles of Wesleyan station must remain as single family residential – there will be little to no change from the current population density of this area. The models claim that LPA would have 900-1500 daily boardings from walking riders which would mean each and every residence in the radius would have 1-2.25 boardings per home per day. This is a wildly overstated estimate since the University Line has a limited east-west destination track that does not include many residents' usual destinations. Methodology used for estimating ridership on the north side of Hwy 59 is completely different than the method used for the south side. It did not take into consideration development at the corner of Wesleyan and Richmond. METRO was using non-similar data and methodology to confirm the LPA, rather than eliminate the Cummins station continuing the line west on Richmond and crossing 59 at Drexel. 	<p>potential impact at all locations potentially affected by the project.</p> <ul style="list-style-type: none"> Potential vibration impacts prior to mitigation presented in Table 4-16 are generally due to increased vibration levels from special trackwork (crossovers or turnouts). Vibration has been assessed based on measurements of the existing METRO LRT vehicles and rail conditions. Vibration from all significant sources associated with transit operations is included in the assessments. <p>f) Initially the growth rates for traffic projections were determined by using the 2006 AM and PM peak data (where available), H-GAC 2005 data and City of Houston 1990-2001 24 hour data, and year 2025 HGAC two hour AM and three hour PM data. In 2008, additional peak hour turning movement counts were taken on the eastside of the corridor, Greenway Plaza and Westpark/ Wesleyan area. This data along with Year 2003 AM and PM peak hour data along the Richmond corridor (since some of the original counts were performed during the summer season) were used to update the projected Year 2030 peak hour traffic volumes.</p> <p>g)</p> <ul style="list-style-type: none"> According to the demographic forecasts projected by H-GAC, the population in the catchment area for Wesleyan station is projected to increase from 2,900 or 3,500 or 20 % between 2000 and 2030. Of the total walk access boardings projected at this station, only 750 are supposed to be Origin walk access boardings (meaning trips originating from residences within the catchment area). The remaining walk boardings would be related to the return trips at this station (meaning trips boarding at this station and returning to residences located elsewhere in the study area or beyond the study area). The total number of trips generated in this catchment area by all modes is around 11,200 meaning the transit share at this location is only about 8% which is considered reasonable. We do not believe the ridership at this station is overstated. The ridership methodology used to estimate the transit demand is exactly the same for the entire length of the corridor and the study area. It takes into consideration all the development plans embedded in H-GAC's 2030 regional transportation plan.

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			<p>h) Signaling:</p> <ul style="list-style-type: none"> A 4th signal near the Wesleyan Station was discussed as being necessary to clear out all the traffic before the train crosses, but it is not included in the FEIS. This 4th signal, combined with a train passing east or west approximately every 3 minutes at-grade will back traffic up in all directions monumentally more than what is indicated in the FEIS. These intersections will be an "F" grade at all times of the day between 6:30 am and 7:30 pm affecting the ability of STM residents in an extremely negative way: <p>(1) Inability to enter and exit Childress, Purdue, Drake and Law streets.</p> <p>(2) Increased car exhaust from stopped and idling cars from Westpark to Bissonnet (as indicated by the traffic study the northbound traffic on Wesleyan will extend and wait this distance to cross the intersection). Create intolerable pollution levels at our homes.</p> <p>(3) Increased noise from vehicles stopped and idling from Westpark to Bissonnet.</p> <ul style="list-style-type: none"> None of the above issues have any proposed mitigation. <p>i) Parking and Drop Off:</p> <ul style="list-style-type: none"> To imagine that there will be absolutely no drop off riders and no one that parks in STM to ride the train is unreasonable. STM will experience: <p>(1) Increased traffic congestion with riders being dropped off at the station and having absolutely no place to do so. This will cause people to stop in the middle of the street and hold up traffic further.</p> <p>(2) Unwanted traffic and parking on STM streets that will increase crime, cause dangerous conditions for pedestrians and children, and remove street parking for actual residents and their guests/nannies/housekeepers, etc.</p> <p>2. METRO should continue to evaluate the optional route of turning south on Drexel as opposed to Cummins to minimize possible safety and health concerns and increase the length of rail on Richmond therefore increasing ridership.</p> <p>a) The difference between choosing the Cummins route and the Drexel route is a delta of approximately \$50 Million without any consideration to cost of mitigation for STM or the acquisition of the shopping center on the south side of Hwy 59 between Westpark and the Hwy 59 feeder road. When considering the amount of mitigation that will be needed to address sound, vibration, and visual impacts associated with a line 30 ft. from the back fence lines of the homes in STM, delta decreases substantially.</p> <p>b) STM has a very hard time understanding why METRO would choose a route that affects neighborhoods that do not need to be affected, there are choices that have more ridership (the main purpose of this project) and would be more responsible in regards to human health and safety. Pick a route with less impact on residents, pick Drexel.</p>	<p>h)</p> <p>(1) While use of a pre-signal or "4th signal" was discussed, they are not in the design for the University Corridor. Traffic analysis for the University Corridor design shows that this intersection will operate at LOS F for the majority of the day in both the No Build scenario and the Build scenario.</p> <p>(2) See response to Air Quality comments above.</p> <p>(3) Noise from all significant sources associated with transit operations is included in the assessments.</p> <ul style="list-style-type: none"> Committed mitigation measures have been listed in the FEIS in Section 6.2.5, , Section 4.6.6 and Section 4.7.6 <p>i)</p> <p>(1) The incremental increase in delay caused by passenger drop off will not affect the 2030 LOS at Wesleyan.</p> <p>(2) See response to SS-5 (page 11-74) in the FEIS.</p> <p>2. See response to comment AA-45 (page 11-50) in the FEIS.</p> <p>a) METRO has met with STM several times during the environmental process. As stated in a September 24, 2008 letter to STM: "The Drexel alignment was one of 51 conceptual alternatives that were evaluated in the University Corridor Draft Environmental Impact Statement. The Drexel alignment was dismissed from further consideration in December 2006 because it failed to meet minimum cost effectiveness criteria as established by the Federal Transit Administration. The additional analyses of the Drexel alignment was undertaken by METRO at the specific request of Sunset Terrace Montclair stakeholders. The results of these analyses have confirmed the original decision to dismiss the Drexel alignment from further consideration."</p> <p>b) The Drexel alignment does not have higher ridership than the LPA</p>

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			15. Our neighborhood supports rail and as a result of the voting that took place in 2003 mass transit was approved, in retrospect there was at that time language so vague it would allow for elevated portions but in the eyes of Houstonians that was deceiving language. If elevation was something that was going to be an option it should have explicitly listed that in the referendum. Additionally, METRO proposed the University Corridor project as a \$324 m investment, now that number has quadrupled and the final design and mitigation has not taken place. As METRO continues to calculate the FTA ridership to dollar based on 2006 dollars the real picture is that the University Corridor will cost upwards of \$1.2 billion dollars with a ridership ratio of \$95,238/rider. This is not the type of project that Houston voters were told when they voted on this project.	15. See response to comment PI-4 (page 11-129) in the FEIS. The METRO Solutions ballot language included the following note: "Final scope, length of rail segments or line and other details, together with implementation schedule, will be based upon demand and completion of the project development process, including community input."
106	Lisa Lattu, President Madison Townhomes' Home Owners Association	Email to METRO 02/28/10	How much right-of-way on the south side of Richmond Avenue will be acquired?	As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS acquisition between Lake and Wakeforest on the south of Richmond is a parcel of land 0.8 feet in width and 268 feet in length. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
107	Neal Meyer	Email to FTA 02/28/10	<p>1. Metro will probably collect approximately \$480 million in sales taxes in FY2010, approximately the same amount as the agency collected in FY 2007. The agency states that it will collect \$584 million in FY 2010 in the FEIS. Why is Metro using outdated, pre-recessionary sales tax forecasts in this FEIS?</p> <p>2. Metro's sales tax forecasts are wrong for the next 20 years. Does Metro acknowledge that its sales tax forecasts are likely to be short by at least \$1 billion over the next 10 years?</p> <p>3. Is the FTA aware that according to the 2003 Metro bond referendum, under which Metro is seeking to build this rail alignment, that Metro must hold an election by January 2013 so that voters determine the fate of 25 percent of its sales tax monies? This is not in the hands of Metro, nor Houston's city council.</p> <p>4. Does the FTA know that David Wolff, current chairman of Metro, has written Op-Ed's in the Houston Chronicle demanding that Metro be allowed to increase the area of its sales tax jurisdiction?</p> <p>5. Is the FTA aware that in table 8-11, that Metro predicted that the agency would collect \$80.9 million in fares, but that the real farebox collections were \$65 million? How does Metro justify saying that the agency will, by FY2015, it will be having 169 million boardings by FY2015, and will be collecting a whopping \$156 million in fare box revenues, when the agency's ridership levels are in fact falling and show no sign of improving?</p>	<p>1. The financial plan in the FEIS is based on earlier sales tax forecasts that comply with FTA guidelines and represent a snapshot in time. These numbers will be updated annually to comply with FTA New Starts requirements as the project proceeds.</p> <p>2. The financial plan in the FEIS is based on earlier sales tax forecasts that comply with FTA guidelines and represent a snapshot in time. These numbers will be updated annually to comply with FTA New Starts requirements as the project proceeds.</p> <p>3. During the 2003 referendum approving the sales of bonds, notes and other obligations for implementation of METRO Solutions, the ballot language designated 25 percent of METRO's sales and use tax revenues through September 30, 2014 to street improvements and related projects as authorized by law, and with no increase in the current rate of METRO's sales and use tax. In Section 14(f) of the 2003 referendum ballot, it states "Between November 1, 2009 and January 1, 2013, METRO will call an election seeking a local determination by voters regarding METRO's continuing support after September 30, 2014 for improvements of the types described in Section 451.065 of the METRO Act".</p> <p>4. Based on METRO's knowledge of FTA's practices, FTA has staff and consultants that track and review articles from all local media that relate to METRO.</p> <p>5. The financial plan in the FEIS is based on earlier farebox revenues and boarding forecasts that comply with FTA guidelines and represent a snapshot in time. These numbers will be updated annually to comply with FTA New Starts requirements as the project proceeds. See table 8-17 (page 8-29) in the FEIS.</p>
108	William Jones	METRO On-line Form 03/02/10	<p>1. Travel in the University of Houston area along Scott Street and around the softball complex is going to be a nightmare.</p> <p>2. Concerned about the increase in foot traffic from non immediate residents or students upon the student body.</p> <p>3. Support the efforts the University to improve the campus and surrounding area.</p>	<p>1. At this location, the LRT is located on University of Houston property adjacent to Scott Street (not in the street); therefore, there is minimum impact to the vehicular traffic.</p> <p>2. LRT is not inherently unsafe. Eight safety and security comments were addressed in the FEIS – see section 11.3.10 on pages 11-72 to 11-74.</p> <p>3. METRO has been working with the University of Houston since the scoping meetings for the University Corridor in 2006, as well as for the Southeast Corridor since 2002, to design LRT alignments and station locations that best serve the University. The LRT will provide an alternative mode of access to the University of Houston, including any special events taking place at the University.</p>

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109	Lewis Strauss 1101 Richmond Houston, TX	METRO On-line Form 03/7/10	We own 3 tracts on the south side of the 1100 block of Richmond (1101 Richmond, 1103 Richmond, 4301 Mt. Vernon) that are identified in the FEIS as being taken by right-of-way expansion. The FEIS does not contain any cross sections showing the ROW dimension in this block, or at the Montrose station. We request information regarding the ROW dimensions in this area, and a meeting with METRO staff regarding how this will affect our properties.	As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS, the following impacts are anticipated: (i) 1101 Richmond – approximately 24.50' in width (ii) 1103 Richmond – approximately 9.58' in width (iii) 4301 Mt. Vernon – approximately 8.50' in width A typical section for the Montrose Station is not included in the FEIS; however, it is included as part of Appendix C of the Record of Decision. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.
110	Ron Schultz 2226 Richmond Avenue Houston, TX	Letter to FTA (no date) Received by METRO 03/08/10	<p>1. On page ES-7, it is stated that "neighborhood cohesion could be adversely affected by the Build Alternatives" & that "potential long-term land use impacts that have been identified include potential loss of residential, commercial /retail and industrial land uses.</p> <p>a) How does this improve quality of life for our neighborhoods if you are changing the existing land use and taking away single family homes as well as businesses?</p> <p>b) How will faithful property tax payers that are affected benefit from this project to recover their losses?</p> <p>2. On page i of the Executive Summary, it is stated "The primary transportation needs of the community are improved mobility, accessibility, and system linkages." Yet on page ES-7 you state – "All of the Build Alternatives alignments could result in adverse impacts if permanent street closures fail to take neighborhood cohesion & access to community facilities and commercial' retail businesses into consideration."</p> <p>a) How are you going to improve mobility and access for our area if you are planning street closures?</p> <p>b) Where are the street closures going to be?</p> <p>c) Is this not reason enough to choose a more suitable location?</p> <p>d) What would be reason enough to relocate?</p> <p>3. On page ES-7 you state that "residents could experience traffic delays in getting in and out of their neighborhoods due to street closures during construction".</p> <p>a) What alternatives are you providing for the residents affected from these closures and how will emergency vehicles have access?</p> <p>b) Appears to be ongoing problem not just during construction. How could auto traffic ever return to what it was?</p> <p>4. On page ES-10 it is stated that "that vehicle turning movements, specifically turning movements across the median, would be limited along the proposed alignments"... "approximately 50 new traffic signals are proposed to provide median cross-over points."</p> <p>a) How does this improve mobility for our area if we lose so many crossovers?</p> <p>b) What will be the increased particulate matter in our air from so many vehicles sitting and waiting for so many additional lights?</p> <p>c) How will METRO provide safety for so many lights and the increased through traffic in the neighborhood?</p>	<p>1. Please see the following responses in the FEIS:</p> <ul style="list-style-type: none"> - SC-6 (page 11-61) - SC-9 (page 11-62) - SC-11 (page 11-63) - SC-13 (page 11-64) - SC-14 (page 11-64) - SC-15 (page 11-64) - SC-33 (page 11-68) <p>2.</p> <p>a) No permanent street closures are planned for the University Corridor. The proposed signals will provide safer guideway crossing locations by controlling crossing/turning movements with the appropriate traffic control, signing and pavement markings. See responses to comments TR-6 (page 11-83) and TR-33 (page 11-87) in the FEIS.</p> <p>b) See response 2.a) above.</p> <p>c) See response 2.a) above.</p> <p>d) See response 2.a) above.</p> <p>3.</p> <p>a) See responses to comments CI-1 (page 11-123) and CI-2 (page 11-124) in the FEIS.</p> <p>b) See response 3.a) above.</p> <p>4.</p> <p>a) No permanent street closures are planned for the University Corridor. The proposed signals will provide safer guideway crossing locations by controlling crossing/turning movements with the appropriate traffic control, signing and pavement markings. See responses to comments TR-6 (page 11-83) and TR-33 (page 11-87) in the FEIS.</p> <p>b) See responses to comments AQ-1 (page 11-102), AQ-6 (page 11-104), and AQ-10 (page 11-106) in the FEIS.</p> <p>c) The proposed traffic signal control systems will include software that will allow for transit signal priority to expedite the light rail vehicles along the city streets. On-going coordination with the City of Houston will continue through the completion of final design.</p>

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			<p>d) Would anyone actually use the street with the additional delays or just take an alternate route raising loss of business?</p> <p>5. On page ES-13, it is stated that "The LRT Build Alternative would cause vibration impacts to some residences."</p> <p>a) What would be the results of vibration impacts on a residence?</p> <p>b) What would be the level of vibrations and the length of time of each incidence of vibration?</p> <p>c) What distance from the fixed guideway will the vibration be felt?</p> <p>d) Won't this cause the streets to break up more often and cause property damage to nearby structures?</p> <p>6. On page ES-13, it is state that "there would be a greater number of noise impacts for LRT than BRT."</p> <p>a) What are the levels of noise impacts expected and where are the studies that show the ambient noise level vs the increased noise level created with these proposed transit systems?</p> <p>b) What is the duration of time each day that adjacent property owners and neighborhoods would experience the higher incidence of noise?</p> <p>c) What is an acceptable noise level and how long late will it go into the night?</p> <p>7. On page ES-14, it is state that "Impacts to hazardous/regulated material sites are anticipated only during construction activities for the Build Alternatives."</p> <p>a) Since METRO will be creating hazardous waste sites with their construction process, how will this hazardous material be handled?</p> <p>b) Who will be monitoring our air quality to gauge how much particulate matter we will be forced to breathe?</p> <p>c) What are the federal standards and policies for the handling of hazardous waste on a construction site within several feet of individual homes and businesses?</p> <p>d) What liabilities will this incur and how much could these liabilities actually increase unexpected costs?</p> <p>8. On page ES-14, it is stated that "there are 285 sites that have the potential to be of risk for right-of-way acquisition and/or construction of the project."</p> <p>a) This statement is noted in the hazardous materials section, where are they located?</p> <p>b) How many people will METRO employ to oversee so many hazardous materials sites?</p> <p>c) What are METRO's plans with these 285 sites?</p> <p>d) How will people involved be compensated for their loss?</p> <p>9. On page ES-14, "Manholes, Inlets and utility lines running parallel to and within vehicle dynamic envelope of the proposed Build Alternative alignments would be relocated". This statement refers to the water line, the sewer line, the natural gas line and the fiber optics lines that run the full length of Richmond Avenue, one of the Build Alternatives.</p> <p>a) Where will they be moved to?</p>	<p>d) See response to comment TR-3 (page 11-82) of the FEIS.</p> <p>5. a) For the locally-preferred alternative, potential vibration impacts may occur at fifteen properties prior to mitigation due primarily to their proximity to special trackwork (crossovers and turnouts). This potential vibration impact is an assessment of human response (annoyance) to vibration inside buildings. Vibration levels from LRT operations are significantly below the levels required for even minor cosmetic damage to structures.</p> <p>b) Locations of potential vibration impact prior to mitigation are reported in Table 4-16.</p> <p>c) Vibration levels from transit operations are projected and compared with impact criteria established by Federal Transit Administration.</p> <p>d) Vibration levels from LRT operations are significantly below the levels required for even minor cosmetic damage to structures.</p> <p>6. a) The noise and vibration impact assessment for the proposed project is presented in Sections 4.7 and 4.8 of the FEIS.</p> <p>b) Noise levels from transit operations are projected and compared with impact criteria established by Federal Transit Administration. For residential properties, noise is assessed according to a 24-hour cumulative noise metric (Ldn).</p> <p>c) Noise levels from transit operations are projected and compared with impact criteria established by Federal Transit Administration. Section 4.7.2 of the FEIS presents the noise impact criteria for evaluating potential impact.</p> <p>7. a) See response to comment RM-1 (page 11-112) in the FEIS.</p> <p>b) See responses to comments CI-4 (page 11-125) and CI-11 (page 11-127) in the FEIS.</p> <p>c) See CI-8 (page 11-126) and RM-4 (page 11-113) in the FEIS.</p> <p>d) All hazardous materials removal will be performed by specialist contractors in accordance with strict standards which will minimize issues and liabilities.</p> <p>8. a) See responses to comments RM-1 (page 11-112) and RM-3 (page 11-113) in the FEIS.</p> <p>b) The intent is to mitigate hazardous materials by employing firms experienced in hazardous material handling and mitigation to minimize the required number of personnel.</p> <p>c) See response to comment RM-1 (page 11-112) in the FEIS.</p> <p>d) See response to comment AD-1 (page 11-53) in the FEIS.</p> <p>9. a) All utilities will be located within the proposed public ROW.</p>

ID #	Name	Contact Method	Summary of Comment	Response
			<p>b) How much property will be required for their relocation?</p> <p>c) How long construction period be for the utilities relocation?</p> <p>d) How long will neighborhoods and property owners be without utilities during the construction process?</p> <p>e) How long will down times be and what plans for temporary utilities in the interim have been selected?</p> <p>10. On page ES-14, it is stated that "For the No Build and all Build Alternatives the regional energy consumption would increase by 65%".</p> <p>a) What is regional VMT and how was it derived?</p> <p>b) Why would a transportation system be proposed that is not more energy efficient?</p> <p>c) If energy consumption is increased, how could it be a benefit?</p> <p>11. On page ES-14, construction and economic effects are discussed, "There are no long term effects associated with the economic impacts generated by capital expenditures as construction related impacts solely last for the duration of the duration of the Project's construction cycle." METRO has stated repeatedly that the start date for this project is 08/08/08 and the completion date is 2012, this is 4 years of construction. The most important factor that any retailer looks at is traffic count on the street and there will be no traffic count for 4 years of construction.</p> <p>a) How will METRO mitigate the lack of traffic due to construction on the alignments?</p> <p>b) Five years after METRO's Main Street Line completion, it is still full of vacant buildings and contains less than a handful of retail shops and restaurants, what will METRO do to increase mobility in the area and encourage higher traffic count on these alignments?</p> <p>c) How will homeowners and business clients drive down streets under construction?</p> <p>d) Where will business clients park when the businesses lose their entrances and parking due to construction?</p> <p>e) Where will business owners park when they no longer have access to their buildings?</p> <p>f) What specific plans does METRO have to assist the daily operation on a daily basis without customer access from the street?</p> <p>g) How will businesses receive and ship freight shipments when access is denied due to construction?</p> <p>h) What will be the average length of time businesses and homeowners will be denied water during construction?</p> <p>i) What safety training will the construction workers be given?</p> <p>j) What is the training of the construction workers in handling such large excavating machinery in neighborhoods and tight areas?</p> <p>k) In the present economy, jobs are #1 priority – how will businesses and laid-off employees be compensated for reduced or lost income or jobs?</p> <p>12. On page ES-12, it is stated that "...would require the removal of between 93 and 197 trees along the esplanade and between 12-55 trees in Segment III."</p> <p>a) There are hundreds of trees along Richmond Avenue, what is the true number of trees to be removed in the construction process?</p>	<p>b) Currently no additional property is anticipated for utilities other than what is shown in Appendix E of the FEIS.</p> <p>c) The construction of the new utilities will require months to complete. The total number of months will be dependent upon the number of utilities and the staffing of the contractors performing the work.</p> <p>d) See response to comment CI-3 (page 11-124) in the FEIS.</p> <p>e) See response to 9.d) above.</p> <p>10.</p> <p>a) Regional VMT is the number of vehicle miles traveled in the H-GAC 8 county region. It is derived from H-GAC's regional travel demand model.</p> <p>b) See response to comment EG-2 (page 11-116) in the FEIS.</p> <p>c) See response 10.b) above.</p> <p>11.</p> <p>a) See response to comment CI-2 (page 11-124) in the FEIS.</p> <p>b) See response 11.a) above.</p> <p>c) See response 11.a) above.</p> <p>d) See response 11.a) above.</p> <p>e) See response 11.a) above.</p> <p>f) See response 11.a) above.</p> <p>g) See response 11.a) above.</p> <p>h) See response to comment CI-3 (page 11-124) in the FEIS.</p> <p>i) All construction personnel will attend regular safety meetings. Safety meetings are also typically held prior to contractors proceeding with new construction items.</p> <p>j) Contractors will be required to employ operators who are experienced with the equipment being used.</p> <p>k) See response to comment EC-5 (page 11-57) in the FEIS.</p> <p>12.</p> <p>a) See response to B-5 (page 11-114) in the FEIS.</p>

ID #	Name	Contact Method	Summary of Comment	Response
			<p>b) Where are the studies on the impact on the ozone levels with so many trees destroyed?</p> <p>c) The trees in question are mature oak and magnolia trees, what kind & size of trees will be their replacement?</p> <p>d) It was my understanding that it was illegal to remove trees for any reason – is this true or is it exempt somehow?</p>	<p>b) See response to AQ-2 (page 11-102) in the FEIS.</p> <p>c) See response to 12.a) above.</p> <p>d) Pursuant to the consent agreement approved between METRO and the City of Houston in June 2008, METRO must adhere to all applicable city ordinances and policies. The City of Houston's tree and shrub requirements outline the standards for removing, preserving and planting trees and shrubs, and installing landscaping buffers. METRO, the City of Houston's Parks Department and city forester, will work in coordination on a plan for removal and planting of trees along the University Corridor. Any plan must be approved in writing before tree removal begins. METRO will also install the necessary irrigation systems and provide maintenance in the right-of-way areas.</p>
			<p>13. a) Where are the flood control studies for the alignment areas?</p> <p>b) How many studies have been performed on the water shed for the area?</p> <p>c) If my property floods, will I be allowed to get a permit to rebuild – if I am required to buy flood insurance that is not required now, will this be subsidized (subsidized) by METRO?</p> <p>14. On page ES-17, it is stated that "Under the Build Alternative during the morning peak hour 25 intersections would operate below acceptable conditions," while "Under the No Build Alternative during the morning peak hour, 17 intersections would operate below acceptable conditions."</p> <p>a) Why is METRO creating more congestion than exists now?</p> <p>b) Where is the corridor traffic congestion analysis for these alternatives?</p> <p>c) Why is so large an area form up at the same time creating this problem?</p> <p>15. On page ES-17, it is stated also 'during the evening peak hour 32 intersections would operate below acceptable LOS (Level of Service) conditions. This indicates an increase of 12 intersections as compared to the No Build Alternatives.'</p> <p>a) Where are the environmental impact studies that measure the pollutants that will be released from hundreds of stalled cars waiting at these lights?</p> <p>b) Which intersections will be impacted by the increased traffic due to construction and then bus/trains after construction every 3 minutes?</p> <p>c) Would anyone actually use the street with the additional delays or just take an alternate route raising loss of business?</p> <p>16. On page ES-17, it is stated that surface parking lots will be provided at South Rice, Newcastle, UH Central Campus, and the Eastwood Transit Center Stations.</p> <p>a) What property is slated to become parking lots?</p> <p>b) How much green space will be sacrificed for parking lots?</p> <p>c) How many trees will be cut down for surface parking?</p> <p>d) Where is the Harris County flood control report on the increased pavement from this METRO project and its effect on flooding and surface water run-off?</p>	<p>13. a) See response to comment WR-1 (page 11-108) in the FEIS.</p> <p>b) See above response to 13.a).</p> <p>c) Permitting for rebuilding is the responsibility of the City of Houston. METRO will not subsidize property owners for flood insurance.</p> <p>14.</p> <p>a) See response to comment TR-7 (page 11-83) of the FEIS. METRO will not create the No Build traffic condition. It is a result of growth in traffic resulting from a growth in population and employment over the planning horizon.</p> <p>b) Section 6.2.3.3 starting on page 6-43 of the FEIS presents the results of the traffic analysis for this project.</p> <p>c) The No Build traffic condition is a result of growth in traffic resulting from a growth in population and employment over the planning horizon.</p> <p>15.</p> <p>a) See response to comment AQ-10 (page 11-106) in the FEIS.</p> <p>b) Section 6.2.3.3 starting on page 6-43 of the FEIS presents the results of the traffic analysis for this project.</p> <p>c) See response to comment TR-3 (page 11-82) in the FEIS.</p> <p>16.</p> <p>a) METRO will be providing parking at Hillcroft Transit Center, Newcastle Station, and Eastwood Transit Center. See Engineering Drawing in Appendix E of the FEIS.</p> <p>b) The proposed parking lots are to be located on sites that currently have a minimal amount of green space at Hillcroft and Eastwood Transit Centers. There is no existing greenspace at the parking lot for Newcastle Station.</p> <p>c) Please see response to comment B-5 (page 11-114) in the FEIS.</p> <p>d) METRO performed a hydraulics study which determined the increased pavement areas are minor and will not contribute to increased storm water run-off due to extent of the existing hard surfaces, such as parking lots. Please see response to comment WR-1 and WR-8 (pages 11-108 and 11-109) in the FEIS.</p>

ID #	Name	Contact Method	Summary of Comment	Response
			e) What type of security and what are costs associated with security to safeguard riders and riders' vehicles to make it attractive for people to park there, so they will actually use the mass transit system.	e) Please see response to comment SS-5 (page 11-74) in the FEIS.
111	Jeff Reichman 4315 Roseland Street Houston, TX	METRO On-line Form 03/10/10	<p>1. Concerned with entering and exiting my neighborhood. Will I still be able to turn left on Richmond from Roseland? And if not, what solutions are in place?</p> <p>2. I noticed on the engineering drawings that it the rail seems to curve in towards the south side of Richmond between Montrose and the spur. Is this correct? What are the plans for the properties there?</p> <p>3. Will the rail be running on the side of the street, not the middle?</p> <p>4. I am very excited about the project. I think it's remarkable how far we've come. But in the process, I do want to make sure that my quiet and very small neighborhood doesn't get locked in on all sides.</p>	<p>1. Left turns will be prohibited at Roseland. Left turns will be permitted at signalized intersections located at Montrose and Stanford.</p> <p>2. The track alignment moves into the center of Richmond east of Montrose and is in the center of the street at Stanford. It remains in the center until Spur 527. There are acquisitions on the north and south side of Richmond between Montrose and Spur 527.</p> <p>3. The rail will be in the middle of the street.</p> <p>4. Comment noted.</p>
112	Mr. Richard Ooi 1551 Wheeler Avenue Houston, TX	Phone call to METRO 3/12/10	Requested information regarding impacts to his property located at 1515 Wheeler Avenue.	As shown on the 30% engineering drawings included in Volume III, Appendix E of the FEIS acquisition of approximately three feet will be needed at this location. All property acquisitions, displacements, and related support activities will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.



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OR PERMIT PURPOSES.

MICHAEL V. CHETTY
P.E. 55715

3/6/2010
DATE

TCB
TRANSIT

METRO
Solutions

Metropolitan Transit Authority of Harris County, Texas

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CONTRACT SHEET No. _____ OF _____

UNIVERSITY CORRIDOR FEIS

TYPICAL SECTION

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CONTRACT SHEET No. _____ OF _____
UNIVERSITY CORRIDOR FEIS

TYPICAL SECTION

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5/5/2010
DATE

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TRANSIT

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Metropolitan Transit Authority of Harris County, Texas

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FEIS Appendix B – List of Preparers (Revised)

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