North Corridor Public Meeting

July 22, 2006

Jeff Davis High School
1101 Quitman Drive
Houston, Texas
Purpose of Today’s Meeting

- Inform community of the status of the planning efforts and present evaluations based on studies performed to date

- Describe the alternatives under consideration

- Provide the community an opportunity to present their views and ask questions before the Public Hearing
NEPA Process for an EIS

**NOTICE OF INTENT**
Start of Federal process

**SCOPING (February 2002)**
- Define the range of alternatives

**DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**
- Evaluate all reasonable alternatives

**CIRCULATION of DEIS**
(Public review July 3 – August 17, 2006)

**FINAL EIS (FEIS)**
- Consider community and agencies input
- Identify preferred alternative
- Describe mitigation measures

**RECORD OF DECISION**
(Approval December 2006)
Public and Agency Involvement
Continuous throughout the project

- Public Meetings (13 held to date)
- Newsletters (3 published)
- Formal Stakeholder Meetings (16 meetings)
- Small Group Presentations (103 presentations)
- Briefings to Elected Officials (20 briefings)
- Information on METRO Website
  http://metrosolutions.org/go/doc/1068/112135/
Public and Agency Involvement
Continuous throughout the project
Steps to Recommending a Preferred Alternative

1. Prepare DEIS
2. Public & Agency Review of DEIS
3. Conduct Public Hearing & Receive Comments
4. METRO Board Recommends LPA
5. Prepare FEIS & Preliminary Engineering
6. Final Environmental Approval
Tentative Project Schedule
(If a Build Alternative is selected)

- Environmental and schematic approval: Fall/Winter 2006
- Acquire right-of-way: 2007 to 2008
- Final design and construction: 2007
- Open for service: 2010
National Environmental Policy Act (NEPA)

To meet the goals of the NEPA process and comply with laws, regulations and policies, projects need to consider:

- **Avoiding** adverse (negative) impacts.
- Where adverse impacts cannot be avoided, they should be **minimized**.
- Unavoidable adverse impacts should be **mitigated**.
- Environmental **enhancements** should be developed as appropriate.
- Mitigation and enhancement measures are eligible for Federal funding.

“Avoid, Minimize, Mitigate, Enhance”
Draft EIS

- Discusses the social, economic and environmental effects of the proposed alternatives

DEIS outline:

- Summary
- Purpose and Need
- Alternatives Considered
- Affected Environment
- Future Transportation Conditions
- Environmental Consequences
- Public and Agency Coordination
- Evaluation of Alternatives
- Appendices including Section 4(f) Evaluation
Section 4(f)

“IT IS NATIONAL POLICY: that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, & historic sites.”

In the USDOT Act of 1966, a special provision was included to provide protection to these resources. It is known as Section 4(f). It stipulates that the Secretary of Transportation will not approve any program or project which requires the use of any publicly owned public park, recreation area, or wildlife or waterfowl refuge, or any land from an historic site of national, state, or local significance unless:

There is no feasible and prudent alternative to the use, and All possible planning to minimize harm resulting from such use is included.
## NORTH CORRIDOR

### SUMMARY OF IMPACTS

**Evaluation of Alternatives**

<table>
<thead>
<tr>
<th>Build Alternatives</th>
<th>No Build Alternative</th>
<th>UH-Downtown to Quitman</th>
<th>Quitman to Fulton Street/Irvington Boulevard</th>
<th>Fulton Street/Irvington Boulevard to IH-610</th>
<th>IH-610 to Northline Mall</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Alignment Option A</td>
<td>Alignment Option B</td>
<td>Alignment Option C</td>
<td>Alignment Option D</td>
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<tr>
<td>Transportation</td>
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<td>Transit Ridership</td>
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<td>Increases</td>
<td>Loss of 1 Level (1)*</td>
<td>Loss of 2 Levels (1)*</td>
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<tr>
<td>Intersection LOS (2025 Traffic)</td>
<td>Varies</td>
<td>Loss of 2 Levels (1)*</td>
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<td>Loss of 1 Level (1)*</td>
<td>Loss of 2 Levels (1)*</td>
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<td>Bicycle/Pedestrian Movements</td>
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<td>Yes</td>
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</table>

The Major Key Unresolved Issues that will be addressed Prior to the Final Environmental Impact Statement include:

- Effectiveness
- Environmental Consequences
- Cost
- Transit Ridership
- Financial Feasibility
- Equity

The evaluation factors used were:

- Effectiveness
- Environmental Consequences
- Cost
- Transit Ridership
- Financial Feasibility
- Equity

Source: Carter & Burgess, August 2004, January 2006
If a Build Alternative is recommended, mitigation will be documented in the FEIS.

Mitigation could include…

- Noise walls
- Landscaping/vegetation and/or screening walls
- Interpretive exhibits of historical properties and photographic documentation
- Grade separated crossings
- Station locations designed to be compatible with local area
- Fencing to protect local schools
- Use of sound insulation in structures
- Use of special trackwork at crossovers
- Installation of ballast mats to deter vibration
- Relocation
Acquisition & Relocation

  - Comply with Uniform Act
  - Conduct independent appraisals for fair market value
  - Acquire properties
  - Assist in relocating impacted property owners and tenants
Submission of Comments

- On-line: [http://www.ridemetro.org/contact/comment.asp](http://www.ridemetro.org/contact/comment.asp)

- Submit comment form or letter to:
  
  Ms. Rhonda Boyer  
  Metropolitan Transit Authority of Harris County  
  P.O. Box 61429  
  Houston, Texas  77208-1429

Comments must be postmarked by August 17, 2006
Thank You for Your Attendance & Comments!