RECORD OF DECISION

North Corridor Fixed Guideway Transit Project in Houston, Texas

Decision

The Federal Transit Administration (FTA) has determined that the requirements of the National Environmental Policy Act (NEPA) of 1969 have been satisfied for the North 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 North Corridor Fixed Guideway Supplemental Final Environmental Impact Statement (SFEIS), signed on April 18, 2008. The LPA will extend the existing METRORail Red line from the University of Houston-Downtown Station approximately 5.3 miles. From the University of Houston-Downtown Station, the LPA will proceed north in the middle of North Main Street until Boundary Street. At Boundary Street, the line will turn east and follow Boundary Street to Fulton Street. At Fulton Street, the alignment will turn north on Fulton Street and proceed north to Northline Mall. The LPA includes eight stations. The LPA also includes the traction power electrical system with five electrical substations and catenary wires and poles, improvements to the existing LRT storage and maintenance facility at the MetroRail Operating Center, and 12 additional LRT vehicles. This LPA is included in the 2035 Regional Transportation Plan (RTP) and regional air quality conformity analysis.

Neither the SFEIS 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 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 SFEIS. 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, the Texas Department of Transportation (TxDOT), and Houston-Galveston Area Council (H-GAC) initiated an Alternatives Analysis, as defined in 49 U.S.C. 5309(a), for the North Corridor in August 2001. The purpose of the Alternatives Analysis was to formally study a variety of alternatives that could address the mobility challenges identified within the North Corridor.

The Alternatives Analysis that was conducted from August 2001 to February 2004 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 a Locally Preferred Investment Strategy (LPIS). The alternatives considered during the study were extensive and included Light Rail Transit (LRT), Bus Rapid Transit (BRT), People Mover, and Commuter Rail along with alignment options. 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 January 9, 2002.

In November 2003, the METRO Board of Directors based its selection of LRT and Alternative 2 (Green Alignment) for inclusion in METRO Solutions based on public input and technical work set forth in the North-Hardy Corridor Planning Studies Alternatives Analysis Report (Transit Component) technical work and public input. METRO Solutions is a comprehensive transit plan developed by METRO to provide a range of technologies and services to address the varying mobility needs of specific corridors and the community at large through the year 2025.

METRO’s Board of Directors held numerous system plan meetings with staff, local constituencies and stakeholders, other agencies, and the public before arriving at its decision that the Green Alignment alternative was the most suitable choice for the North Corridor because this alternative had superior ridership forecasts, lower capital costs, and the greatest public support.

Specifically, the METRO Board of Directors approved the North Corridor transit findings including:

- LRT LPIS from UH-Downtown to Bush Intercontinental Airport by 2025.
- LRT initial segment from UH-Downtown to Northline Mall.

METRO Solutions was presented to and passed by voters in a November 2003 special election. The LPIS was submitted to H-GAC and adopted by the H-GAC Transportation Policy Council in February 2004. Subsequently, H-GAC approved the 2025 RTP and the 2006-2008 Transportation Improvement Program (TIP) incorporating the North Corridor LPIS.

A number of modes and alignment options within several segments of the North Corridor alignment were studied as part of the June 2006 Draft EIS (DEIS). Based on the findings of the DEIS and public comment, on August 23, 2006, the METRO Board of Directors selected BRT-
Convertible as an interim technology with the ultimate goal of implementing LRT when corridor growth and ridership warranted. A Final EIS (FEIS) was prepared to document this decision and to respond to comments received during the comment period for the DEIS. FTA issued environmental approval for the BRT project through a ROD on February 2, 2007. In October 2007, following further analysis of forecasted ridership and costs, the METRO Board of Directors modified the LPA mode and selected LRT as the initial technology for the North Corridor. In November 2007, FTA determined that the modified LPA required additional NEPA review that would inform the public and other agencies of the change in mode. FTA subsequently withdrew the original ROD for BRT and required the issuance of this new ROD based on the revised project definition.

The North Corridor LRT project is identified in the H-GAC 2035 RTP (H-GAC, August 2007), 2008-2011 TIP (H-GAC, August 2007) and METRO Solutions (METRO, August 2003) as a priority for a transportation investment.

**Alternatives Considered**

The 2006 DEIS and FEIS and the 2008 SFEIS evaluated and compared the effects of the following alternatives.

No Build Alternative: In the 2006 DEIS and FEIS, the No Build Alternative included METRO transit services and facilities that were programmed to be in operation in Fiscal Year 2007 and the regional roadway/highway system that was programmed to be in place in 2025. The No Build Alternative was defined as the existing plus committed transportation projects. For the regional roadway/highway system, H-GAC directed that the committed roadway and highway projects are those contained in the adopted 2025 RTP. For the transit system, committed transit projects were only those projects contained in the current short-range plan through 2007.

In the 2008 SFEIS, the No Build Alternative highway network reflected the 2030 build milestone highway scenario from the 2035 RTP. The H-GAC 2035 RTP is the financially constrained long-range transportation plan for the Houston-Galveston eight-county region. For modeling purposes, H-GAC provided METRO the 2030 trip tables to provide a conservative and best available performance of a 2030 highway network.

Build Alternatives: The Build Alternatives studied included LRT, BRT-Convertible, and BRT. For all three Build Alternatives, a number of alignment options were studied within several segments of the North Corridor.

LRT Build Alternative: The LRT Build Alternative utilized North Main Street, Boundary Street, and Fulton Street. The LRT Build Alternative evaluated an extension of the existing METRORail Main Street Red Line utilizing the same vehicle type operating in a barrier-separated, semi-exclusive right-of-way with embedded and ballasted track. The total distance of the LRT Build Alternative from the UH-Downtown Station to Northline Mall was 5.3 miles with seven at-grade stations and one elevated station at Hardy Yard.
The BRT-Convertible Build Alternative included an LRT extension to Burnett Street and a BRT-Convertible line from Burnett Street to Northline Mall. The BRT-Convertible Build Alternative would be designed in a manner that would not preclude future implementation of LRT. The entire distance of the fixed guideway structure would include embedded LRT tracks. The basic LRT infrastructure would be in place from commencement of BRT service. The basic infrastructure would be augmented as ridership grows and land use develops to warrant additional transit capacity within the North Corridor. This alternative was 5.5 miles long with six at-grade stations and one elevated station at Burnett Street.

The BRT Build Alternative evaluated was the same as the BRT-Convertible Alternative except this alternative could not be converted to LRT without major reconstruction.

**Basis for the Decision**

FTA's decision is based on information contained in the June 2006 DEIS, December 2006 FEIS, and April 2008 SFEIS. The decision is further supported by the Alternatives Analysis that was conducted from August 2001 to February 2004, which provide the detailed statement on environmental impacts required by NEPA and Federal transit law (49 U.S.C. 5324(b)). FTA's decision to prepare a SFEIS in this case was based on a consideration of form rather than substance because no new or changed significant impacts that were not previously evaluated in the FEIS were found. Although a SFEIS was not specifically required by NEPA regulations (23 C.F.R. 771.130(a)(1) and (2)), FTA determined that using the form and process of a SFEIS would encourage and provide greater public awareness of the change of the preferred alternative from BRT to LRT and afford greater opportunity for public comment on the project. At the time that the SFEIS was filed with the U.S. Environmental Protection Agency (EPA), the EPA also acknowledged and agreed that the SFEIS was an optional and not a mandatory procedure because the LRT alternative, which became the preferred alternative in the SFEIS, had previously been evaluated in the June 2006 DEIS and December 2006 FEIS.

The selected LPA meets the purpose and need of the North Corridor project and meets the requirements of METRO Solutions and the 2035 RTP. It is most compatible with local plans; has the lowest operating cost; has the least impact to historic properties, mature trees, and sensitive noise receivers (e.g., residences); and has the general support of the community. The LPA will introduce a new, premium transit service in the North Corridor. The most substantial beneficial effects from building the improvements in the North Corridor would be improved accessibility and travel times to regional activity centers such as 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 North 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 SFEIS and summarized in Appendix A.
Public Opportunity to Comment

An NOI to prepare an Environmental Impact Statement for the North Corridor Fixed Guideway Project was published in the Federal Register, Volume 67, Number 6 on Friday, January 9, 2002. The NOI also announced the scoping meetings. Newspaper advertisements announcing the locations and times of the scoping meetings appeared in The Houston Chronicle.

General public scoping meetings were held on February 5, 6, 13, and 20, 2002. Additionally, a separate scoping meeting with regulatory agencies was held on February 27, 2002. More than 150 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 North 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 23 formal stakeholder meetings, 10 public meetings, two public hearings, and over 200 small group and one-on-one meetings.

METRO provided Spanish speaking staff at all meetings and had Spanish speaking interpreters when necessary to accommodate limited English proficiency populations. Spanish-speaking staff has been available at all public meetings for Spanish-speaking populations. The August 2006 and May 2008 public hearings offered simultaneous Spanish translation along with project exhibits in both English and Spanish. Newspaper advertisements for public meetings and project newsletters have been published in both English and Spanish.

METRO did engage populations of limited English proficiency during the course of public outreach process for the North Corridor and FTA has received several formal complaints concerning whether METRO’s public outreach complied with Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d), as implemented by the U.S. Department of Transportation’s regulation at 49 C.F.R. Part 21. Pursuant to Executive Order 13166 and the U.S. Department of Transportation Policy Guidance Concerning Recipients’ Responsibilities to Limited English Proficient 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 limited English proficiency. Specifically, as set forth in FTA Circular 4702.1A, “Title VI and Title VI-dependent guidelines for Federal Transit Administration Recipients (May 13, 2007),” 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
Limited English Proficient (LEP)." Accordingly, FTA and METRO will continue to work together to ensure that the LEP requirement is fully achieved 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 limited English proficiency including using return receipt letters, signage on buses and shelters, notices to community-based organizations serving populations of limited English proficiency within the project area, and oral translators.

The DEIS notice of availability was published by EPA in the July 3, 2006, Federal Register. 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 July 3, 2006, through August 17, 2006. During this comment period, METRO held a public meeting on July 22, 2006, and a formal public hearing on August 5, 2006. Approximately 200 people attended the public meeting and 150 attended the public hearing. In response to the June 2006 DEIS, METRO received 138 written statements from individuals, organizations, and agencies. A total of 51 speakers testified at the public hearing. Substantive written and verbal comments received during the public hearing and the 45-day comment period were responded to in the December 2006 FEIS. EPA announced availability of the FEIS in the December 29, 2006, Federal Register. Notice was also announced in local newspapers.

The notice of availability of the SFEIS was published by the EPA in the May 9, 2008, Federal Register. The notice was also published in The Houston Chronicle and local area newspapers to announce the availability of the SFEIS and the public hearing schedule. A 30-day SFEIS comment period was provided from May 9, 2008, through June 9, 2008. During this comment period, METRO held a public hearing on May 17, 2008. Approximately 80 people attended the public hearing. In response to the April 2008 SFEIS, METRO received 16 written statements from individuals, organizations, and agencies. A total of 13 speakers testified at the public hearing. Substantive written and verbal comments received during the public hearing and the 30-day comment period are responded to in Appendix B of this ROD. The comments were related to safety, access, impacts during construction, property impacts, historic preservation, noise, vibration, transit connections, parking, bus service, station locations, light pollution, effects to transportation, construction costs, and funding.

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 26 displaced residences and the acquisition of approximately 5.2 acres of property from 95 addresses.

Noise and Vibration: The LPA will have moderate noise impacts on 30 residences and vibration impacts on one residence.
Floodplains: The LPA will require that 6,500 cubic yards of fill be placed in the 100-year floodplain near the confluence of White Oak and Buffalo Bayous.

Water Resources: The existing bridge over White Oak Bayou will be reinforced with larger support columns that will be located below the ordinary high water mark.

Historic Resources: The LPA will require the demolition of two buildings and the acquisition of land from five properties that are either individually eligible for the National Register of Historic Places (NRHP) or are contributing elements of a historic district that is eligible for the NRHP.

School Safety: The LPA will not create any inherently unsafe conditions. METRO and the School District will coordinate on age-appropriate programs to train children at schools adjacent to the alignment regarding safe crossing practices.

Individuals of Limited English Proficiency: 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 SFEIS commits and will coordinate with other public agencies on design issues related to the project as stipulated in the SFEIS. 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 SFEIS 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 Amended Memorandum of Agreement (MOA) (Appendix C) 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 North Corridor Fixed Guideway Project are included in the April 2008 SFEIS. This document represents the detailed statement required by 49 U.S.C. 5324(b) on:
- Alternatives to the proposed project;
- The environmental impacts of the project;
- Adverse environmental effects which cannot be avoided; and
- Irreversible and irretrievable impacts on the environment.
On the basis of the evaluation of social, environmental, and economic impacts contained in the SFEIS, 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 (40 C.F.R. Part 93) implementing this provision of the Clean Air Act 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 5.4.2 of the SFEIS. The project meets the criteria in 40 CFR Part 93 for projects from a conforming plan and Transportation Improvement Program and conforms with air quality plans for the Houston-Galveston region.

**Section 106 and Section 4(f):** The LPA will use eight properties that are eligible for listing on the National Register of Historic Places (NRHP) or are contributing structures to an eligible historic district, and are subject to the requirements of Section 4(f) of the Department of Transportation Act of 1966 (49 U.S.C. § 303).

The LPA will require the razing of one structure (3906 Fulton Street) contributing to the Irvington Park historic district, the razing of one structure (201 Sue Street) contributing to the Lindale Park historic district, property acquisition from one property (815 Boundary Street) that is eligible for individual listing on the NRHP, property acquisition only from one property (705 Boundary Street) that is contributing to the Old Fifth Ward historic district, property acquisition only from one property (4624 Fulton Street) that is contributing to the eligible Irvington Park historic district, and property acquisition only from two properties (5203 Fulton Street and 202 English Street) that are contributing to the Lindale Park historic district.

The FTA and METRO have explored various alignment options in an attempt to avoid these uses of historic property. As detailed in Appendix G of the SFEIS, all reasonable alternatives would use some Section 4(f) property, and alignments other than the LPA would cause greater overall harm to the community and environment. FTA and METRO have consulted with the United States Department of the Interior as is required by Section 4(f). FTA and METRO have also consulted with the State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act. Measures to minimize harm to Section 4(f) properties have been incorporated into the stipulations of the Section 106 Amended MOA, included as Appendix C of
this ROD. Based on these consultations and the "North Corridor Section 4(f) Statement," prepared as Appendix G to the North Corridor Fixed Guideway SFEIS, the FTA has determined that there is no feasible and prudent alternative to the use of these Section 4(f) properties and that the LPA includes all possible planning to minimize the harm resulting from such use.

**Finding**

Accordingly, on the basis of the environmental record presented above, FTA hereby finds that the North Corridor Fixed Guideway 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.

[Signature]

Robert C. Patrick  
FTA Regional Administrator  
Region 6

7/1/08  
Date

Appendix A: Mitigation Monitoring Plan  
Appendix B: Responses to Comments on the SFEIS  
Appendix C: Section 106 Amended Memorandum of Agreement
APPENDIX A

MITIGATION AND MONITORING PLAN

The mitigation measures and other project features that reduce adverse impacts, to which FTA and METRO committed in the SFEIS, are summarized in the following table. This summary table is provided in the Record of Decision (ROD) to facilitate the monitoring of the implementation of the mitigation measures. However, the SFEIS 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 SFEIS 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 SFEIS 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 SFEIS states. If a change is needed, the FTA will determine the appropriate level of environmental review (i.e., a written re-evaluation of the SFEIS, an environmental assessment of the change, or another 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.
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|                      | **Street Modifications**  
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 Section 4.2.3 of the SFEIS. |                                                                                              | METRO             | Final Design |
|                      | **Improvements at Intersections**  
The level-of-service at the intersection of Fulton Street and Crosstimbers will be reduced.  Add dual left-turn lanes in the northbound and southbound lanes on Fulton Street at Crosstimbers Street.  See Section 4.2.4 of the SFEIS.  
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 5.2.3.1 of the SFEIS. |                                                                                              | METRO             | Final Design |
|                      | **Parking**  
The parking associated with 11 businesses and one religious structure 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.  On neighborhood streets, parking is allowed but not designated.  If on-street parking is eliminated, METRO will replace it.  See Section 4.3.2 of the SFEIS.  
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 |
|                      | **Bikeways**  
Along Fulton Street between Boundary Street and Irvington Boulevard, additional right-of-way will be purchased to accommodate the existing bicycle lane.  Existing bicycle lanes on Fulton Street between Irvington Boulevard and Crosstimbers Street will be relocated along Irvington Boulevard, a major north-south arterial, from Fulton Street to Crosstimbers Street.  See Section 4.5.1 of the SFEIS. |                                                                                              | METRO             | Final Design |
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<td>Pedestrianways</td>
<td>Existing signalized intersections and station locations will have traffic and pedestrian signals to facilitate traffic flow and safe pedestrian movements. See Section 4.2.3, 4.5.2, and 5.2.3.1 of the SFEIS.</td>
<td>The design includes a five to six-foot envelope on both sides of the street to accommodate sidewalks. Additionally, the <em>Northside Village Economic Revitalization Plan</em> calls for a pilot project that would add sidewalks on Fulton Street between Irvington Boulevard and Quitman Drive. The city intends to coordinate the sidewalk project with the design and construction of the North Corridor.</td>
<td>METRO, City of Houston</td>
<td>Final Design</td>
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<td>Freight Railroads</td>
<td>The fixed guideway would be grade separated from the freight railroads. Construction will require agreements and/or leases with the UPRR and HB&amp;T railroads to allow construction over the railroads. See Section 4.4.1 of the SFEIS.</td>
<td>METRO, HB&amp;T, UPRR</td>
<td>Final Design, Construction</td>
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<td>Station Vicinity Land Use</td>
<td>Station locations will be designed to be compatible with each specific location, being respectful of the primary land use in the surrounding area. In areas that are currently being planned for redevelopment and intensification, such as the Hardy Yard or Northline Mall, stations could be designed in conjunction with adjacent development. See Section 4.5.2 of the SFEIS.</td>
<td>METRO will also continue on-going coordination with local neighborhood and community groups regarding stations throughout the project.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Safety</td>
<td>METRO will provide transit education programs, METRO Police Patrol Officers, bilingual warning and caution signs, speed restrictions, and proper operator training. METRO will implement safety/outreach initiatives targeted to each specific school and daycare facility along the corridor. See Section 5.2.3.1 of the SFEIS.</td>
<td>METRO has and will continue an overall safety campaign designed to educate school children and the public at large and promote safety awareness for walking, working, and driving in and around the fixed guideways. The campaign will include safety programs for school children and community members in general, and is being tailored individually for the schools in the North Corridor. METRO will also establish a staffed 'store front' in the corridor where community members can readily access information regarding the project. See Section 5.2.3.1 of the SFEIS.</td>
<td>METRO</td>
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<td>Acquisitions and Displacements/Relocations</td>
<td>The project will require acquisition from approximately 95 addresses and relocation of 16 businesses and 10 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, subject to oversight by FTA, FTA's Project Management Oversight contractors, and the U.S. DOT's Office of the Inspector General. See Section 5.3 of the SFEIS.</td>
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<td>METRO</td>
<td>Final Design</td>
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<td>Acquisitions and Displacements/Relocations</td>
<td>METRO will identify and translate &quot;vital documents&quot; related to real property acquisition and relocation assistance into the appropriate language for any displaced person of limited English proficiency. &quot;Vital documents&quot; will include, at a minimum, information pamphlets about the rights of a displaced residence and business under the Uniform Relocation Assistance and Real Property Acquisition Policies Act and its implementing regulation (49 CFR Part 24), and all letters and communications associated with a particular relocation, displacement, or property acquisition.</td>
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<td>METRO</td>
<td>Effective immediately upon FTA approval of this ROD</td>
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<td>Noise Impacts</td>
<td>Noise from the project will impact 30 Category 2 receptors 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 the construction of two noise barriers and the directional orientation of warning bells through shrouding or other means so that the area of noise impact is minimal. See Section 5.5.1 of the SFEIS.</td>
<td>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 “Transit Noise and Vibration Impact Assessment,” May 2006.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Vibration Impacts</td>
<td>Vibration from the project will impact one non-residential structure on Freeman Street at the curve at the south east corner of North Main Street and Boundary Street. If the property is verified to be vibration-sensitive, then a slab mat, which can reduce the vibration by 20 Hz, will be used to mitigate the vibration impact. See Section 5.5.2 of the SFEIS.</td>
<td>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 “Transit Noise and Vibration Impact Assessment,” May 2006.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Visual/Aesthetic – Alignment Impacts</td>
<td>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 every 130 to 190 feet 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 5.6.1.1 of the SFEIS.</td>
<td>METRO will work with property owners during final design to most effectively implement the mitigation measures.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Mitigation ID Number</td>
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<tr>
<td>Visual/Aesthetic – Station Area Impacts</td>
<td>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. At the Quitman Station, visual screening and/or architectural treatments will be used to mitigate the visual/aesthetic impacts to the adjacent residential properties, if needed. See Section 5.6.1.2 of the SFEIS.</td>
<td>Per METRO’s <em>Design Criteria Park and Ride and Transit Center Facilities</em>, lighting poles would not exceed 35 feet in height in parking areas, drop-off areas, ramps, entrances/exits, or 20 feet in height in bus loops; and stay within a 35 feet radius of passenger shelters. METRO will work with property owners during final design to most effectively implement the mitigation measures.</td>
<td>METRO</td>
<td>Final Design</td>
</tr>
<tr>
<td>Visual/Aesthetic – Privacy Impacts</td>
<td>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 5.6.1.3 of the SFEIS.</td>
<td>Based on maximum exposure time of two seconds, vegetation or visual screening could be placed every 130 to 190 feet (depending on speed) 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. METRO will work with property owners during final design to most effectively implement the mitigation measures.</td>
<td>METRO</td>
<td>Final Design</td>
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<tr>
<td>Vegetation</td>
<td>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 5.7.2 of the SFEIS.</td>
<td>METRO will engage the services of an Urban Forester during the design phase to develop a Tree Preservation Plan. The plan will show the inventory of street trees with each tree’s location and noted condition. The plan will indicate which trees are to be relocated, removed or saved. For trees that are not transplanted, additional trees shall be planted within the right-of-way to mitigate the loss of these particular street trees.</td>
<td>METRO</td>
<td>Final Design</td>
</tr>
<tr>
<td>Surface Waters</td>
<td>Storm water pipe sizes will be determined during final design to ensure no flooding impacts to adjacent properties due to the project. See Section 5.8.1 and 5.8.4 of the SFEIS.</td>
<td>A detailed hydraulic analysis will be performed when the details of the design are finalized.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Mitigation ID Number</td>
<td>Impact/Mitigation Measure</td>
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<td><strong>Floodplains</strong></td>
<td>The project will require the placement of approximately 6,500 cubic yards of fill below the 100-year water surface elevation (WSE) near the confluence of White Oak Bayou and Buffalo Bayou. To compensate for the impact caused by 6,500 cubic yards of fill occurring below the 100-year water surface, METRO will excavate an equivalent amount of earth from property that METRO owns along White Oak Bayou. The compensatory site is hydraulically connected to White Oak Bayou. See Section 5.8.3 of the SFEIS.</td>
<td>A detailed hydraulic analysis will be performed when the details of the design are finalized. If the analysis determines an impact to the flood elevation cannot be reasonably avoided or effectively mitigated, a conditional Letter of Map Revision will be obtained from FEMA.</td>
<td>METRO, FEMA</td>
<td>Final Design</td>
</tr>
<tr>
<td><strong>Wetlands</strong></td>
<td>Two existing bridge columns of the Main Street Viaduct will require reinforcement to bring the bridge up to current safety standards. The only permanent impact to the White Oak Bayou will be the larger footprints of the expanded columns. After construction is complete the area impacted will be restored to pre-construction conditions. See Section 5.8.1 and 5.8.4 of the SFEIS.</td>
<td>Detailed hydraulic and back water analyses will be conducted during the final design phase of the project to ensure that culverts, bridges, and storm sewers would be appropriately sized during final design to ensure no increase in water surface elevation would result from the project. This work will require a Nationwide Permit 25 - Structural Discharges and a Nationwide Permit 33 - Temporary Construction, Access, and Dewatering. Notification to the USACE and a restoration plan is required for Nationwide Permit 33. At the start of final design, METRO will submit plan documents to both the USACE and U.S. Coast Guard to allow for the necessary review of the design.</td>
<td>METRO, USACE, U.S. Coast Guard</td>
<td>Final Design</td>
</tr>
<tr>
<td><strong>Historic Resources</strong></td>
<td>Rehabilitation of the North Main Street Viaduct will be designed similarly to modifications at the southern end, and the design plan will be subject to SHPO review at three stages in accordance with Stipulation IV.D of the amended MOA. See Section 5.9.7 or Appendix G of the SFEIS and the Amended MOA in Appendix C of this document.</td>
<td></td>
<td>METRO</td>
<td>Final Design</td>
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<td>Mitigation ID Number</td>
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<tr>
<td>Historic Resources</td>
<td>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 Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Design plans will be developed in consultation with SHPO and will be subject to SHPO review at three stages in accordance with Stipulation IV.D of the amended MOA. See Section 5.9.7 or Appendix G of the SFEIS and the Amended MOA in Appendix C of this document.</td>
<td>METRO</td>
<td>Final Design</td>
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<tr>
<td>Historic Resources</td>
<td>METRO shall ensure that all activities carried out in fulfillment of the Amended MOA are performed by, or under the direct supervision and control of, a person or persons who meet the relevant professional qualification standards in the Secretary of the Interior’s “Standards and Guidelines for Archaeology and Historic Preservation.” See Section 5.9.7 or Appendix G of the SFEIS and the Amended MOA in Appendix C of this document.</td>
<td>METRO</td>
<td>Final Design</td>
<td></td>
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<tr>
<td>Historic Resources</td>
<td>METRO shall develop and conduct a Worker Education Program for construction personnel. The program must be designed to teach contractors and workers about the Federal requirements for the protection of historic properties and the appropriate action to take if unanticipated archaeological discoveries occur during construction. See Section 5.9.7 or Appendix G of the SFEIS and the Amended MOA in Appendix C of this document.</td>
<td>METRO</td>
<td>Final Design</td>
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<td>Mitigation ID Number</td>
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<td>Hazardous/Regulated Material Sites</td>
<td>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 5.12.2 of the SFEIS.</td>
<td>The design and preparation of required monitoring and remediation plans will be coordinated with the TCEQ.</td>
<td>METRO, TCEQ</td>
<td>Final Design</td>
</tr>
<tr>
<td>Transit Safety</td>
<td>At two community facilities, the City of Houston Fire Station No. 9 and the Irvington Village Police Station, appropriate measures for traffic control will ensure that conflicts between vehicles responding to emergencies and LRT vehicles are avoided. METRO will have an external Fire and Life Safety Committee to coordinate communication and resources related to METRORail among various law enforcement and emergency medical agencies. Training will be provided to agencies concerning safety in and around METRORail. METRO will have an internal safety committee comprised of various departments to assure that general public safety concerns and measures were being addressed and implemented. See Section 5.13 of the SFEIS.</td>
<td>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. 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 North Corridor. Stakeholder meetings will be conducted to address safety concerns. A community-based committee has been established and METRO has begun participating in committee meetings; this provides another venue for updates and safety information regarding the construction process to be distributed. METRO will acquire the services of a fire and life safety consultant to help address specific stakeholder concerns.</td>
<td>METRO</td>
<td>Final Design, Operation</td>
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<tr>
<td>Mitigation ID Number</td>
<td>Impact/Mitigation Measure</td>
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<tr>
<td>Safety and Construction Impacts</td>
<td>METRO will identify and translate “vital documents” related to school and pedestrian safety and to construction impacts into the languages determined appropriate. Documents deemed vital will depend upon the importance of the information, encounter, or service involved, and the consequence to the person of limited English proficiency if the information in question is not provided in an understandable and timely manner. METRO will continue to improve on its public involvement strategies during final design, construction, and start-up in the areas of construction impacts and safety using, at METRO’s discretion, strategies to engage populations of limited English proficiency including using return receipt letters, signage on buses and shelters, notices to community-based organizations serving populations of limited English proficiency within the project area, and oral translators.</td>
<td>The contractor will comply with appropriate state and local requirements concerning the closing of roadways as stated in both the Standard Specifications for Public Works Construction and Texas Manual on Uniform Traffic Control Devices. Construction documents and mitigation measures must be approved by local traffic engineering authorities prior to initiation of construction.</td>
<td>METRO</td>
<td>Final Design, Construction, and Project Start-up Period.</td>
</tr>
<tr>
<td>Construction Impacts (Access and Circulation)</td>
<td>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. See Section 5.14.1 of the SFEIS.</td>
<td></td>
<td>METRO, City of Houston, TxDOT</td>
<td>Final Design, Construction</td>
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<td>Mitigation ID Number</td>
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<td><strong>Construction Impacts (Businesses and Residences)</strong></td>
<td>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 5.14.2 of the SFEIS.</td>
<td>The contractor will comply with appropriate state and local requirements concerning the closing of roadways as stated in both the <em>Standard Specifications for Public Works Construction</em> and <em>Texas Manual on Uniform Traffic Control Devices</em>. Construction documents and mitigation measures must be approved by local traffic engineering authorities prior to initiation of construction. 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.</td>
<td>METRO</td>
<td>Final Design, Construction</td>
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| **Construction Impacts (Utilities)** | 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 alteration of utility lines. See Section 5.14.3 of the SFEIS. | Contractors will be required to consider the following items in their construction documents for mitigation of utilities:  
- 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.  
Should utilities be discovered during construction that were not identified prior to construction, work could be discontinued and appropriate utility companies and agencies will be contacted to identify the line(s). The discovered line could not be disrupted until businesses and residences are notified and the utility owner/operator has approved the proposed alteration. | METRO | Final Design, Construction |
*Construction (Air Quality)*

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 5.14.4 of the SFEIS.
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<th>Mitigation ID Number</th>
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| **Construction Impacts (Noise)** | METRO will require the contractor to comply with appropriate Federal, state, and local regulations concerning the noise. See Section 5.14.5 of the SFEIS. | Depending on construction phasing, noise control measures that could be applied include:  
  - 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.  
  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. | METRO | Final Design, Construction |
<p>| <strong>Construction Impacts (Vibration)</strong> | 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 5.14.6 of the SFEIS. | 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. | METRO | Final Design, Construction |</p>
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<th>Mitigation ID Number</th>
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<td>Construction Impacts (Visual)</td>
<td>METRO will require the contractor to comply with appropriate Federal, state, and local regulations concerning the removal of existing vegetation. See Section 5.14.7 of the SFEIS.</td>
<td>METRO</td>
<td>Final Design, Construction</td>
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<td>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.</td>
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<td>Construction Impacts (Excavation, Fill Materials, Debris, and Spoil)</td>
<td>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. See Section 5.14.8 of the SFEIS.</td>
<td>METRO</td>
<td>Final Design, Construction</td>
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<td>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.</td>
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<td>Construction Impacts (Water Quality and Runoff)</td>
<td>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 (SWP3) and submit a NOI to the TCEQ at least 48 hours before commencing construction activities. See Section 5.14.9 of the SFEIS.</td>
<td>METRO, TCEQ</td>
<td>Final Design, Construction</td>
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<td>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.</td>
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<td>Construction Impacts (Construction Staging Areas).</td>
<td>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 5.14.10 of the SFEIS.</td>
<td>METRO</td>
<td>Final Design, Construction</td>
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<td>Construction Impacts (Safety and Security)</td>
<td>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 5.14.11 of the SFEIS.</td>
<td>METRO</td>
<td>Final Design, Construction</td>
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<td>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.</td>
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APPENDIX B

COMMENTS RECEIVED ON THE APRIL 2008 SFEIS

Comments from approximately 25 individuals were received on the April 2008 SFEIS during the circulation period. The comments were related to safety, access, impacts during construction, property impacts, historic preservation, noise, vibration, connections, parking, bus service, station locations, light pollution, effects to transportation, construction costs, and funding. Table B-1 lists the persons that submitted comments during the circulation period and the corresponding response numbers.

Table B-1
Summary of Written and Verbal Comments Received on the SFEIS

<table>
<thead>
<tr>
<th>Commentor/Comment Type</th>
<th>Organization/Address</th>
<th>Response Number</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rebecca Reyna</td>
<td>Greater Northside Management District 6219 Irvington, Suite B, Houston, TX 77022</td>
<td>1</td>
</tr>
<tr>
<td>Ed Reyes</td>
<td>Greater Northside Management District and Lindale Park Civic Club 218 Joyce Street, Houston, TX 77009</td>
<td>1</td>
</tr>
<tr>
<td>Wayne Fowkes</td>
<td>Lindale Park Civic Club 515 Eleanor, Houston, TX 77009</td>
<td>1</td>
</tr>
<tr>
<td>Armando Bermudez</td>
<td>Near Northside BOND Organization 405 James Street, Houston, TX 77009</td>
<td>4</td>
</tr>
<tr>
<td>Gene Goins</td>
<td>3410 Robertson Street, Houston, TX 77009</td>
<td>1, 3</td>
</tr>
<tr>
<td>Ron Robles</td>
<td>2324 North Main Street, Houston, TX 77009</td>
<td>2, 3</td>
</tr>
<tr>
<td>Connie Hernandez</td>
<td>5119 Gano, Houston, TX 77009</td>
<td>7</td>
</tr>
<tr>
<td>Pat Spencer</td>
<td>3901 Billingsley, Houston, TX 77009</td>
<td>1, 8, 45</td>
</tr>
<tr>
<td>Debbie Allen</td>
<td>Pleasantville Environmental Coalition P.O. Box 24322, Houston, TX 77229</td>
<td>6</td>
</tr>
<tr>
<td>Mario Umanzor</td>
<td>2622 North Main Street, Houston, TX 77009</td>
<td>2, 9</td>
</tr>
<tr>
<td>Lynnett Tello</td>
<td>Silverdale Civic Club 4409 Baden, Houston, TX 77009</td>
<td>1</td>
</tr>
<tr>
<td>Ramon Garcia</td>
<td>5426 Fulton Street, Houston, TX 77009</td>
<td>5, 10</td>
</tr>
<tr>
<td>Anonymous (001)</td>
<td></td>
<td>11</td>
</tr>
<tr>
<td>Hector Lopez</td>
<td>202 Deboll, Houston, TX 77022</td>
<td>1</td>
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<tr>
<td>Richard Leal</td>
<td>4314 Nordling, Houston, TX 77076</td>
<td>1</td>
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<tr>
<td>Anonymous (002)</td>
<td></td>
<td>12, 13</td>
</tr>
<tr>
<td>Caroline Bowles</td>
<td>3502 Moore, Houston, TX 77009</td>
<td>14</td>
</tr>
</tbody>
</table>
Comment 1: Supportive of the project.
Response 1: The LPA selected is consistent with and supports the transportation goals and objectives of the North Corridor. The LPA will improve the transportation system by providing the North Corridor with more travel choices and faster travel times between residential areas, major destinations, and employment centers. It will also contribute positively to the achievement of the North Corridor economic development goals and their associated benefits.

Comment 2: Not supportive of the project.
Response 2: The LPA selected is consistent with and supports the transportation goals and objectives of the North Corridor. The LPA will improve the transportation system by providing the North Corridor with more travel choices and faster travel times between residential areas, major destinations, and employment centers. It will also contribute positively to the achievement of the North Corridor economic development goals and their associated benefits.

Comment 3: Concerned about vehicular and pedestrian traffic along the rail line. Concerned about the safety of children going to school, parks, and in the neighborhood.
Response 3: Safety near schools is discussed in Section 5.2.3.1 and Section 5.13 of this SFEIS. A full traffic analysis, in accordance with City of Houston criteria, has been conducted to ascertain the vehicular and pedestrian interfaces along the light rail alignment corridor. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. METRO has learned many lessons and techniques from the initial 7.5 mile Downtown to Astrodome operating segment that will applied to all future corridor extensions.

For the LPA, hardscape elements in the median will create a barrier to crossing traffic and pedestrians except at signalized intersections. This street modification will provide for the safe
interface between fixed guideway vehicles and vehicular/pedestrian traffic that would cross the guideway. In addition to existing signalized intersections, additional traffic and pedestrian signals will be installed to facilitate traffic flow and safe pedestrian movements.

While implementation of the LPA (LRT) will not create an inherently unsafe condition, METRO has conducted traffic and pedestrian analyses as part of Preliminary Engineering 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 elementary schools along the 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.

METRO is highly sensitive to and extremely focused on the issue of safety of the children along the alignment. Techniques to protect the safety of children are addressed in the design, construction, and future operation of the project and are explained in further detail in Section 5.2.3.1 of this SFEIS. These include the safety awareness education program where METRO staff will be visiting the surrounding schools teaching the children on how to act near the project. In addition, easy to read signage will be installed warning children not to enter an area of transit operations.

Safety outreach to schools in the North Corridor community has already begun, in advance of construction. Materials and presentations targeted at the students within the corridor are a key element of the outreach effort and are already under development. Several coordination meetings with HISD officials have taken place, as well as meetings with the principal and the Parent Teacher Organization for T.R. Roosevelt Elementary School. On-going coordination is being scheduled with all other schools along the alignment, including Jefferson Elementary, Adele Looscan Elementary, Clemente Martinez Elementary, and James L. Ketelsen Elementary.

METRO Police will make presentations to schools one-quarter of a 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 North Corridor as the public familiarizes themselves to the project. General Fire/Safety Drill training will be provided for school staff. METRO will also assess drill procedures at each school and make recommendations as needed. Once the North Corridor is operating, students will be taken on tours of the facility to help promote safety on the platforms and at pedestrian crossings.

The transit safety program will also include community-wide safety programs by distributing various printed materials, including brochures with age appropriate messages targeting school age children. Community presentations targeted at key organizations and corporations to educate and distribute safety information will be held. 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 North Corridor. Stakeholder meetings will be conducted to address safety concerns.

Comment 4: Concerned about access of emergency vehicles to medical clinics along the corridor.
Response 4: As with the Main Street LRT line, emergency vehicles will be able to drive on the alignment. Additionally, emergency vehicles will have priority over transit at the signalized
intersections so response times would be unaffected. All the traffic signals along the fixed guideway will be equipped with Opticom detectors per city standards which detect Opticom activation on emergency vehicles and preempt the signal to provide green for the emergency vehicle (includes fire, police, and ambulances). Emergency preemption overrules transit priority, so there would be no impact on emergency vehicles. In addition, the guideway can be used by emergency vehicle to pass a stalled vehicle.

Comment 5: Concerned about impacts to businesses during construction
Response 5: METRO will require the contractor to comply with appropriate state and local requirements concerning the closing of roadways. The City of Houston requires notification of construction activities that will disrupt or block traffic flow. 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. As a courtesy, notification of roadway disruptions should be provided in advance to neighboring property owners/operators. In cases of roadway blockages, neighboring property owners/operators will be notified and provided with descriptions of alternative routes. Provisions in project specification plans could require the construction contractors to make reasonable effort to minimize construction activities within the roadways during peak traffic periods.

METRO staff has conducted over 100 one-on-one meetings with business owners and managers throughout the North Corridor. Business owners were also given a survey (in both Spanish and English). The objective of these meetings and surveys was to understand their business profiles including details related to location, access, parking, delivery schedules, and the level of customer activity at various times of the day and year and be aware of their specific needs during construction. This information was gathered to begin preparing a plan with the goal of pro-actively mitigating any potential business interruptions caused by construction activities.

Comment 6: What environmental enhancements are included with the project.
Response 6: METRO has been coordinating with the local community by seeking input from residents and stakeholders concerning station design and other possible hardscape and landscape improvements in the areas adjacent to the LPA (LRT) guideway. In addition, METRO does have an Arts in Transit Program.

Comment 7: Will my property at 0 Fulton (at the corner of Milwaukee Street and Fulton Street) be acquired?
Response 7: No property at the corner of Milwaukee Street and Fulton Street will be acquired.

Comment 8: Will the TPSSs be underground or above ground? Will they be landscaped?
Response 8: The TPSSs will be located at ground level. All TPSS locations will be located within a fenced area to help mitigate any visual impacts. Mitigation treatments will also include vegetation or visual screening in areas adjacent to residential housing.

Comment 9: There has been a lack of communication between METRO and the people of the neighborhood.
Response 9: METRO considers public and agency involvement critical to the success of any project with the potential to affect the community. There has been an extensive public outreach process for the North Corridor. Public information activities through public meetings, presentations, and other meetings have been undertaken to inform residents and provide the opportunity for participation in project evaluation, project planning, alternative development,
station locations, development actions, and environmental issues. The process has informed the affected residents of the relative impacts among 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 23 formal stakeholder meetings, 10 public meetings, two public hearings, and over 200 small group and one-on-one meetings.

In addition, METRO opened a corridor office in January 2008. This office, on Fulton Street near the location of the proposed Boundary Station, has information and updates on different aspects of the North Corridor project and provides a more visible presence in the North Corridor community. As the North Corridor project proceeds through development and construction, it is anticipated that this office would provide easier access for the community to obtain updates and provide comments regarding the project’s development.

Comment 10: Concerned about rising property taxes with the implementation of the project.  
Response 10: METRO does not set property tax rates. Property taxes are assessed by the Harris County Appraisal District based on the appraised value of the property on the date the property is inspected and appraised. The governing body (city council, school board, county commissioners) of each taxing entity sets the rates for their jurisdiction.

Comment 11: Concerned about historic preservation.  
Response 11: A Memorandum of Agreement (MOA) was executed in December 2006 for the BRT-Convertible Alternative and amended in June 2008 for the LRT Alternative that is the subject of this ROD, in accordance with Section 106 of the National Historic Preservation Act. The Amended MOA establishes measures to avoid, minimize, or mitigate any adverse effects to historic properties with concurrence and consultation among METRO, FTA, and SHPO. METRO must continue its commitment to avoid and minimize impacts to historic properties throughout the development of the project, as detailed in the Amended MOA, which is included as Appendix C of this ROD.

Comment 12: What affect will noise level have on existing properties?  
Response 12: Noise impact has been assessed according FTA criteria which takes into account increases in existing noise levels due to the project (see Section 5.5.1 of the SFEIS). An assessment of noise impact on Category 2 receptors along the alignment (e.g., residences, hotels, and hospitals) showed 30 residents will be impacted by noise. 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. Based on the results of the noise assessment, mitigation measures (including noise barriers and bell orientation) and locations have been identified in the SFEIS and are now included in the project. During final design, the noise mitigation may be refined, with FTA’s written concurrence, if more detailed analysis shows that neither moderate nor severe noise impacts, as defined in FTA’s noise guidance, would occur as a result of the change in mitigation. Conversely, if the more detailed analysis indicates that additional mitigation is warranted, it will have to be considered.

Comment 13: Will new sewer lines be constructed where stations are built? What about new plumbing affecting existing properties and establishments?  
Response 13: Only those sewer lines being impacted by the construction of the LPA (LRT) guideway will be reconstructed. All existing plumbing leads and utilities will be reconnected.

Comment 14: Would like more bike racks on buses.
Response 14: With the exception of articulated buses, bicycles can be transportation on all buses in the fleet. Furthermore, each of the new 100 hybrid buses that are ordered each year to replace current buses will arrive equipped with bicycle racks.

Comment 15: Are there any plans or provisions made to connect commuters from the northern reaches of the community to the Northline Transit Center?
Response 15: In Phase 3 of METROSolutions (METRO’s long-term Transit Plan), there are plans to extend the Northline LPA all the way to IAH.

Comment 16: Will connections to the North Shepherd Park and Ride be available from the LPA?
Response 16: Bus Route 79 will provide a connection from the North Shepherd Park and Ride to the LRT.

Comment 17: How is the LPA expected to impact the I-45 North HOV Lane, particularly within the service corridor from Northline Transit Center to the Central Business District?
Response 17: The impact on I-45 North HOV Lane will be negligible.

Comment 18: Will there be any parking available at the Northline Transit Center?
Response 18: A METRO-operated parking facility is not part of the LPA (LRT) project. However, METRO’s plans do not preclude the construction of a garage by other entities.

Comment 19: What bus routes will connect to the LPA at the Northline Transit Center?
Response 19: Bus Routes 15, 23, 79, 24, 9 and 44. As the project enters final design, more bus interface connections will be explored.

Comment 20: Will the West Tidwell Quickline bus service connect to the LPA? If not, are there provisions for those riders to access the light rail system elsewhere?
Response 20: Yes, the Tidwell Quickline bus will provide a connection to the LPA.

Comment 21: What is the purpose of the elevated station at Hardy Yards?
Response 21: The LRT station being located over the Union Pacific Railroad ties into the development of the Intermodal Terminal and future transit modes, including commuter rail, light rail, and bus.

Comment 22: Are there any plans for a potential station at Collingsworth Street?
Response 22: There are no plans for a station at Collingsworth Street. The Moody Park Station is located within 1,100 feet north of Collingsworth Street.

Comment 23: Please define a “kiss and ride.”
Response 23: A kiss-and-ride area is a very short-term parking location near or at a transit station where an auto driver can safely drop off his or her passenger(s), so they can take transit to their final destination, and then immediately drives away.

Comment 24: If the Quitman “kiss and ride” meets ridership goals, are there any plans or allowances for these types of stations elsewhere in the corridor?
Response 24: At some transit stops, there will be a few informal Kiss and Ride trips (curb side dropping). If the demand exists, Kiss and Ride locations would be considered.
Comment 25: How will the expected reconstruction of I-45 by TxDOT in the next few years impact the LPA?
Response 25: No adverse impacts are expected. There is a strong possibility that the LPA will be operational before TxDOT begins construction on I-45.

Comment 26: How will the expected construction of the Hardy Toll Road between Downtown and Loop 610 impact the LPA?
Response 26: Construction of the Hardy Toll Road extension into Downtown is not expected to have any adverse impacts on the LPA.

Comment 27: What measures are being taken to reduce light pollution?
Response 27: Station area lighting will comply with the City of Houston lighting standards. Spillage of light to areas adjacent to METRO facilities will be prevented. Lighting may include shielded fixtures with cut-off shields at the perimeter of residential adjacencies. Lighting sources will be indirect, diffused, or covered by shielded type fixtures installed to reduce glare and the consequent interference with adjacent properties.

Comment 28: What will be the value assessed to a parking spot that is acquired for right-of-way?
Response 28: Value accessed for right of way will be based on fair market value, as determined by a certified appraiser in accordance with appraisal industry methods and standards.

Comment 29: What is the expected amount of “temporary reductions” in property tax revenues? Why is no mitigation required, since local governments will potentially lose revenues?
Response 29: Property values (and in turn tax revenues) are affected by a variety of market conditions. Short-term impacts of an LRT project, either positively or negatively, on property values are difficult to assess conclusively.

Evidence suggests that LRT transit around the country has resulted in facilitating increased property values long-term, particularly near stations.

Comment 30: What is the process for recompensing property owners?
Response 30: METRO will strictly adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. Property owners will be offered full fair market value as determined by independent appraisers for property acquired.

Comment 31: Please give more information about the proposed relocation and advisory project.
Response 31: METRO will strictly adhere to the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (49 CFR Part 24), as amended. Property owners will be offered full fair market value as determined by independent appraisers for property acquired.

METRO’s Real Estate Relocation Program specifies comprehensive policies and procedures and will provide persons being displaced by the project a relocation consultant who will guide them through the relocation process and ensure that all persons to be relocated will receive all benefits for which they qualify. Assistance will be provided as needed to find replacement properties, provide for moving of personal items, and assist in filing claims for payment of qualified benefits. Advisory services will be provided for all persons affected by the project. The
Relocation Plan sets forth procedures for the fair, uniform, and equitable treatment of persons and businesses displaced from their dwellings.

The relocation process will begin when a parcel is identified as having a displacee(s). Advisory services are provided to all citizens or Nationals of the U.S., or to persons lawfully present in the United States. The relocation agent will accompany the appraiser on the inspection of the property being acquired. At this “first contact” the relocation agent will schedule an appointment with the owner to discuss the relocation program. If the property is occupied by tenants, the agent will ask the property owner for tenant contact information to meet with the tenants and explain their benefits to them. The agent will then contact the tenants and schedule an appointment with them to explain the relocation program. At the meeting with the owner/tenant the agent will explain the relocation program, gather information that will help determine the benefits that they may qualify for and provide them a relocation brochure.

If the displacee is a person of limited English proficiency, the advisory services described here will be provided by a qualified advisor who speaks the displacee’s primary language, or by a qualified advisor with the assistance of a qualified translator who speaks the primary language of the displacee.

For residential relocations, Federal law requires that comparable replacement dwellings be available before residential displacements occur. Local real estate professionals will determine if comparable replacement housing would be available. Moving expenses will be reimbursed for actual and related costs incurred in moving. This assistance is available to persons renting or leasing a residence that will be acquired. The following outlines the relocation process for residential relocations.

- Search and prepare for the displacee available replacement housing and gather information for relocating property owners. Compile a list showing cost, number of bedrooms, number of baths, square feet, and features such as fireplaces and handicap ramps.
- Calculate replacement housing supplemental benefit based on comparable properties currently available in the local real estate market.
- Provide the delivery date and explain the “90 day notice to vacate” with delivery of the benefit package.
- Prepare a sketch and take photos of the new dwelling and send a report to METRO that a new dwelling is decent, safe, and sanitary by verifying that air conditioning, heat and all appliances are operable, the windows open, the doors lock, there are no infestations and there are no gas or water leaks.
- Prepare and route check request for moving expenses.
- Issue the 30-day notice when the property is acquired. If the property is not acquired through negotiations, the notice is given after the title is secured by condemnation.
- Arrange for property to be secured until demolition (fencing, boarding up).
- Maintain detailed relocation logs for each visit and note everything discussed with the displacee.
- The relocation agent will be available to METRO for all appeals and hearings for their expert testimony and to verify the content of their discussions with the property owner.

Efforts are made to provide both comparable replacement housing and suitable replacement sites for businesses and residents. METRO has acquired right-of-way from 26 addressed properties for the North Corridor project. METRO has been very successful in finding comparable replacement housing and suitable replacement sites.
For businesses and non-profit organizations, moving expenses will be reimbursed for actual and related costs incurred in moving. In cases where relocation will be necessary for right-of-way acquisition, a decision on relocation will be reviewed with each business owner to ensure that they are aware of all of the opportunities. Suitable facilities for relocation existing in the general area will be sought. The following outlines the relocation process for businesses and non-profit organizations relocations.

• Take business survey to determine needs in a replacement site.
• Search market for available business sites.
• Prepare and send Letter of Eligibility advising displacee of relocation assistance and rights.
• Send 90-day letter.
• Take inventory of business property for moving estimates.
• Obtain moving bids, if displacee chooses a commercial move.
• Prepare claim forms for displacee’s signature.
• Have claim forms signed by displace.
• Send 30 day Letter to Vacate.
• Prepare and route check request for moving expenses.
• Arrange for property to be secured until demolition (fencing, boarding up).

Comment 32: Connectivity must be continuous; therefore relocation of bikeways must be completed prior to existing bikeways being taken out of service.
Response 32: The construction staging will be coordinated with the City of Houston to ensure the relocated bike lanes are continuous throughout the construction phases.

Comment 33: Sanitary Access: Direct access will need to be retained for maintenance and operation of the existing facilities along the corridor.
Response 33: This will be worked out with the City of Houston during final design.

Comment 34: It is mentioned that the update of the Master Plan will be available in 2008 (pg 3-15). The update to the HPARD Master Plan is in HPARD’s website at www.houstontx.gov/parks/pdfs/2007masterplan-final.pdf.
Response 34: Comment noted.

Comment 35: There is mention of T.R. Roosevelt Elementary/SPARK Park where the LRT is elevated. The following statement is made about the SPARK Park: Access to the SPARK, though it may be altered by the elevated structure, will be maintained (p. 5-66). Need clarification of this statement.
Response 35: The elevated LRT structure will be located on the east side of Fulton Street, while the T.R. Roosevelt Elementary/SPARK Park is located on the west side of Fulton Street. Therefore, the existing access to the T.R. Roosevelt Elementary/SPARK Park will not change.

Comment 36: The report does not specifically address whether the art piece in Moody Park, Vaquero by Luis Jimenez, will be affected by vibration or not. This issue needs to be acknowledged.
Response 36: A vibration analysis was conducted as part of the SFEIS. As stated in Section 5.5.2, due to the low speeds of the trains, only one impact to a vibration-sensitive location was determined at 606 Boundary Street. The art piece will not be affected.
Comment 37: I noticed that some of the houses around me are considered "historic." If I’m between these houses, how can I go about making my home historic? My home was built back in the 1940s.

Response 37: METRO conducted a historic properties survey in accordance with requirements established by the Texas Historical Commission (THC). Many of the properties in the corridor were not considered historic [i.e., eligible of the National Register of Historic Places (NRHP)] as individual properties but part of a potential historic district eligible for listing on the NRHP. To be eligible for listing in the NRHP, historical buildings, sites, structures, and objects must be at least 50 years old and be significant under one or more NRHP criteria and have sufficient integrity of location, design, setting, materials, workmanship, feeling, and association to convey that historical significance. The following are some of the criteria for historical significance:

- Criterion A: site of or association with a nationally, statewide, or locally significant historical event or pattern of history.
- Criterion B: site of or association with a nationally, statewide, or locally significant personage.
- Criterion C: representative of or significant example of nationally, statewide, or locally distinguished architecture or architect.
- Criterion D: thought to hold the promise of important information about prehistorical or historical processes, lifeways, or events.

Comment 38: The corner home on my street (202 English) has been purchased by METRO and relocated the resident elsewhere. What is going to happen to the house now that its boarded up and empty?

Response 38: METRO intends to demolish the building once the FTA approves.

Comment 39: I see that on Graceland there is going to be a LRT station but what about on Fulton Street/English Street? Are they going to demolish the house? What will that property be used for?

Response 39: To accommodate the fixed guideway and Graceland Station, the house at 202 English Street will be purchased and demolished.

Comment 40: Please consider at station at Main Street and Hogan Street. There are many new homes built and to be built in the future here (residents who work downtown and the medical center).

Response 40: This area will be served by both the Burnett Station and the Quitman Station. The Burnett Station will be approximately 1,800 feet south and Quitman Station will be approximately 1,900 feet north of the Main Street and Hogan Street intersection.

Comment 41: I love the Graceland Station addition.

Response 41: Such sentiments support the need for this station.

Comment 42: What are transportation conditions along the corridor now? What are the METRO’s transit conditions along the corridor now? What might those conditions be like in the future and what would it take to cause travel conditions to fall to the levels envisioned my METRO? METRO is planning on reducing travel lanes on North Main Street, Boundary Street, and Fulton Street to increase congestion in the corridor to justify LRT. The SFEIS does not show the corridor will suffer traffic congestion and that riders will save 25 minutes in 2030.

Response 42: Table 4-16 of the December 2006 FEIS shows the 2004 traffic intersection delay and level-of-service (LOS) in the North Corridor. Tables 4-8 and 4-9 in the April 2008 SFEIS shows the 2010 base traffic condition intersection delay and LOS and future traffic
H-GAC forecasts that daily person trips in the region will grow by 61 percent between 2007 and 2030. During the same period, daily person trips in the North Corridor are projected to increase by 53 percent. The increase in travel demand will cause spillover from the freeway system onto North Corridor streets, thereby impeding METRO’s bus operations and affecting METRO’s ability to serve a growing ridership. As traffic congestion increases in the corridor, existing bus speeds could decrease resulting in a negative impact on transit ridership. The Build Alternatives could increase system-wide, unlinked transit trips by as many as 18,850 daily trips as compared to the No Build Alternative. The fixed guideway would reduce transit travel times and provide additional connections to the regional transit system, thereby, enhancing mobility as compared to the No Build Alternative.

As stated in Section 1.3.2, the purposes for implementing a fixed guideway transit service in the North Corridor include: enhancing the quality and reliability of the transportation system by decreasing delay; Providing more travel choices from residential areas to major destinations in Downtown Houston, especially for transit-dependent populations; enhancing travel to major employment centers such as Downtown Houston and the Texas Medical Center; improving interregional connections to the existing METRORail system; and changing modes of travel and reducing the existing dependence on the automobile thereby helping improve air quality.

Comment 43: The aerial structure and 10-foot wide lanes on Fulton Street at the HB&T Railroad will affect existing freight trucking operations in that area. Large trucks will not be able to turn or maneuver into their businesses.
Response 43: Near the HB&T Railroad, the existing number and width of lanes on Fulton Street in the southbound direction remain the same. In the northbound direction on Fulton there will be a left turn lane provided for turns onto Stokes Street but only one 11-foot wide lane for through traffic. Ingress and egress issues will be addressed during the final engineering design phase for large trucks along the entire corridor.

Comment 44: Concerned about rising cost of construction and METRO’s ability to fund and operate the North Corridor and maintain bus service.
Response 44: Chapter 8 of the SFEIS discloses METRO’s capital and operating plans at both the project and agency levels as well as the assumptions used. The capital plan (Section 8.4) addresses detailed estimates of annual construction costs and includes contingencies for cost increases per industry standard. Chapter 8 also identifies the financial resources required to fund the capital and operations and maintenance costs associated with the North Corridor LPA in the context of the existing LRT line and bus service. It also demonstrates to the FTA the financial capacity of METRO to build, operate, and maintain the North Corridor LPA while continuing to operate and expand their existing base transit system and complete the other components of the METRO Solutions plan.

Comment 45: Please use attractive, hardy and easy to maintain landscaping around the eight stations and the five power sources.
Response 45: Station will be designed to be compatible with each specific location, being respectful of the primary land use in the surrounding area. METRO will continue on-going coordination with local neighborhood and community groups regarding stations throughout the project. All TPSS locations will be located within a fenced area to help mitigate any visual impacts.
Comment 46: There are no aerial engineering drawings showing property owners the alignment as it would be laid out in the street. METRO has included engineering drawings but it is impossible to tell what is happening.

Response 46: Comment noted. The engineering drawings did indicate where right-of-way would be acquired for the project.

Comment 47: At the SFEIS North Public Hearing, METRO claimed verbally and on their power point presentation that there were no adverse affects or mitigating damages. This is incorrect and the SFEIS states there are damages.

Response 47: During the formal presentation, it was stated that there are no anticipated adverse effects to social, air quality, parkland, geology, soils, hazardous and regulated materials sites, parking, freight rail, or trucking. The adverse impacts on land use, noise, vibration, visual, ecosystems, hydrology, water quality, historic resources, safety and security, highways/roadways, and bike and pedestrian were discussed, as well as mitigation measures.

Comment 48: The North Side meeting had no information on the Intermodal terminal effect on streets/adjoining property on the Northside. The North side has an incomplete picture of the Intermodal and the North alignment.

Response 48: The Intermodal Terminal is an independent project and was studied under a separate Environmental Assessment. The SFEIS does reference the Intermodal Terminal.

Comment 49: The minority neighborhoods with Hispanic businesses will be severely affected. Since this is a minority area -- job loss and business loss will be severely felt. A big concern is the loss of current street lanes as well as median cuts which will devastate all existing business on the North side.

Response 49: The project will require acquisition of private properties and relocation of businesses and persons residing in the immediate project area. The alignment was developed to minimize acquisition and displacement of homes and businesses by constructing the fixed guideway primarily in existing street right-of-way. However, the project will still require acquisition and displacement of 10 residences and 16 businesses. These displacements will not disproportionately affect low-income or minority populations.

There is a higher percentage of minority and lower income households in this corridor compared to Harris County. Failure to invest major capital in transit infrastructure and transit service may have a disproportionately adverse impact on these residents in comparison to other corridors in the METRO service area. The No Build Alternative will not impose additional barriers to access of community facilities, social interaction, or community functions by residents within the North Corridor, nor would it enhance the mobility of the minority communities served by the planned LRT.

The project will result in a major transit investment in the North Corridor that will lead to higher levels of transit service and accessibility to employment/activity centers (such as Downtown Houston and the Texas Medical Center). The analysis concluded that implementing the project will not have a disproportionately adverse affect on any racial, ethnic, or socio-economic group. With appropriate planning, incentives, and/or controls, development under the project could be concentrated at station areas versus a diffuse pattern of development that will be more likely under the No Build Alternative. Access for transit dependent residents to community facilities will be improved by implementation of the project. With respect to community cohesion, the project will not introduce a boundary between neighborhoods due to its mostly street-running configuration.
Comment 50: North side property takings have been decreased by 150 in the SFEIS versus the FEIS. LRT alignments cause more takings, not less.
Response 50: The alignment was developed to minimize acquisition and displacement of homes and businesses by constructing the fixed guideway primarily in existing street right-of-way. Approximately 5.2 acres of property will be acquired for the project from 95 addresses. The typical sections in the December 2006 FEIS showed a 27-foot guideway with one 18-foot traffic lane in each direction and eight-foot (minimum) parkways. During Preliminary Engineering, the typical section has been revised to a 26-foot guideway with one 10 to 17-foot traffic lane in each direction and six to 10-foot parkways to reduce displacements and property impacts while still maintaining the traffic level-of-service.

Comment 51: With the tight radius of the rail line at Main Street and Boundary Street mitigation may be required to avoid noise from the track wheels as the traction slips along the radius, especially if this noise is in conflict with the city's Noise Ordinance.
Response 51: A noise analysis was conducted as part of the SFEIS. As stated in Section 5.5.1, two residences on either side of Boundary Street are projected to have moderate noise impact from LRT operations at the turn from North Main Street to Boundary Street. The noise impact is due to the proximity of the tracks to the residences and the audible warning devices (bells and whistles) at the grade crossing at North Main Street and Boundary Street. Based on the results of the noise assessment, mitigation in the form of bell orientation has been adopted at this location.

Comment 52: The property at 1125 East Freeway should have been designated as a historic resource. It appears to be eligible for the National Register under Criterion A and D. It also appears to be located in the National Register eligible Warehouse District. It appears that the property was either omitted from the contributing resources analysis and the analysis was improperly made regarding the property. We request METRO re-evaluate this property and apply necessary changes to the project.
Response 52: The property is not within the Area of Potential Effects (APE) for the North Corridor, as established by METRO and the THC (see Section 3.9.3 of the SFEIS). However, the project is included in the APE of the Intermodal Project. An extensive historic structures survey was conducted for Intermodal Terminal and the building was assessed as part of this survey and found to be a contributing element to NRHP-eligible Warehouse Historic District, only and not eligible for individual listing; THC concurred with this finding.
APPENDIX C

AMENDED MEMORANDUM OF AGREEMENT
DEVELOPED IN ACCORDANCE WITH SECTION 106 OF
THE NATIONAL HISTORIC PRESERVATION ACT

Date: June 2008
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 36 C.F.R. § 800.6(b)-(1)-(iv)
REGARDING THE NORTH CORRIDOR FIXED GUIDEWAY PROJECT, THE
SOUTHEAST CORRIDOR FIXED GUIDEWAY PROJECT AND THE INTERMODAL
TERMINAL PROJECT IN HOUSTON, TEXAS
June 2008

WHEREAS, the 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 North Corridor Fixed Guideway Project (the North Corridor Project); the Southeast Corridor Fixed Guideway Project (the Southeast Corridor Project); and the Intermodal Terminal Project (the Intermodal Terminal Project), all of which are located in Houston, Texas (collectively the Projects); and

WHEREAS, this Amended Memorandum of Agreement (Amended MOA) is necessitated by changes to the North Corridor and Southeast Corridor Projects from Bus Rapid Transit to Light Rail Transit; and

WHEREAS, the FTA and METRO have followed the stipulations in the original MOA of December 2006 from the date of its execution to the effective date of this Amended MOA; and

WHEREAS, this Amended MOA supersedes the original MOA of December 2006 in its entirety; and

WHEREAS, the North Corridor Project now consists of the construction of a Light Rail Transit (LRT) project to be located mostly within the existing right-of-way of local roadways from the University of Houston Downtown to Northline Mall, a distance of 5.3 miles with eight stations. A more detailed description of the North Corridor Project alignment is set forth in Attachment A to this Amended MOA; and

WHEREAS, the Southeast Corridor Project now consists of the construction of a LRT project in downtown Houston southeast to the Palm Center, a distance of 6.14 miles with 10 stations. A more detailed description of the Southeast Corridor Project alignment is set forth in Attachment B to this Amended MOA; and

WHEREAS, the Intermodal Terminal Project consists of the construction of an Intermodal center/multimodal terminal in the Near Northside neighborhood of downtown Houston, to house passenger waiting and transfer facilities for local buses, access to light rail transit and fixed-guideway transit, as well as bicycle storage, passenger and driver amenities including parking,
public restrooms, retail and concessions. Improvements to several surrounding roads will be required. A more detailed description of the Intermodal Terminal Project is set forth in Attachment C to this Amended MOA; and

WHEREAS, the Texas State Historic Preservation Officer (SHPO) is authorized to enter in this Amended MOA 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 U.S.C. § 470(f), and pursuant to 36 C.F.R. 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 North Corridor Project’s Area of Potential Effects (APE), as defined at 36 C.F.R. § 800.16(d) and identified in the Supplemental Final Determination of Effects Report dated February 2008, to be the designated area shown in Attachment D; and

WHEREAS, the FTA and METRO have established the Southeast Corridor Project’s Area of Potential Effects (APE), as defined at 36 C.F.R. § 800.16(d) and identified in the Supplemental Final Determination of Effects Report dated February 2008, to be the designated area shown in Attachment E; and

WHEREAS, the FTA and METRO have established the Intermodal Terminal Project’s Area of Potential Effects (APE), as defined at 36 C.F.R. § 800.16(d) and identified in the Final Determination of Effects Report dated October 2, 2006, to be the designated area shown in Attachment F; and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that various properties located within the APE for each of the Projects are listed or are considered eligible for listing in the National Register of Historic Places pursuant to 36 C.F.R. § 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 Projects will have effects on historic properties within the boundaries of each Project APE; and have consulted with the Texas Historical Commission, which is the State Historic Preservation Office (SHPO) pursuant to 36 C.F.R. Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470); and

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

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that the Southeast Corridor Project alignment set out in Attachment B will have an adverse effect on the
historic properties listed in the Final Determination of Effects Report dated September 2006, as shown in Attachment H, and no adverse effect on additional historic properties identified in the Supplemental Final Determination of Effects Report dated February 2008, and further, whereas the parties have developed measures outlined in the Stipulations below to reduce or mitigate the identified adverse effects of the Southeast Corridor Project pursuant to 36 C.F.R. Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470); and

WHEREAS, the FTA and METRO, in consultation with the SHPO, have determined that the Intermodal Terminal Project described in Attachment C will have an adverse effect on the historic properties listed in the Final Determination of Effects Report dated October 2006, as shown in Attachment I, and further, whereas the parties have developed measures outlined in the Stipulations below to reduce or mitigate the identified adverse effect of the Intermodal Terminal Project pursuant to 36 C.F.R. Part 800, regulations implementing Section 106 of the National Historic Preservation Act, as amended (16 U.S.C. § 470); 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 Projects will have adverse effects, 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 C.F.R. § 800.8(c)(iv) including inviting public comment on the Section 106 review included in the respective Environmental Impact Statements and Environmental Assessment, for the Projects; and

WHEREAS, future undertakings involving projects by FTA and METRO are not covered by this Amended MOA; and

WHEREAS, METRO has participated in the consultation and FTA requires that METRO, as the sponsor of the Projects, concur in this Amended MOA to reflect its commitment to the measures and stipulations described herein, as a condition of any FTA grant that will fund the construction of the Projects;

NOW, THEREFORE, FTA, METRO, and the SHPO agree that the following measures and stipulations shall be implemented in order 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 Projects:

I. NORTH CORRIDOR PROJECT:

A. Rehabilitation of the North Main Street Viaduct: The North Main Street Viaduct will be widened and its columns require reinforcement to bring the bridge up to the current safety standards for LRT lines in the State of Texas, from the existing University of Houston Downtown Station to the north end of the bridge (approximately 425 feet). The modifications would be similar to the modifications made to the southern end bridge in the METRORail Red Line project. These modifications would be included in design plans and subject to SHPO review during the review stated in Stipulation IV.D.

B. 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 & 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 IV.D.

C. To mitigate the adverse effects on and loss of contributing historic properties that are not individually eligible for listing on National Register of Historic Places as a result of this Project (found in Attachment G), METRO has conducted research, prepared, and produced all documentation necessary for a National Register Nomination of the Old Fifth Ward as a historic district. METRO has consulted with the SHPO and the City of Houston Historic Preservation Officer to establish district boundaries. METRO submitted a draft of the Nomination Package to SHPO to provide the SHPO an opportunity to comment prior to submitting a final Package. METRO has received notification from the SHPO that the Old Fifth Ward Historic District nomination fulfills the requirements of the MOA regarding documentation of historic properties in the Fifth Ward, Houston, Harris County, Texas.

D. Other than the historic properties and contributing elements listed in Stipulations I.A, I.C, and Attachment G, no historic property or contributing element will be adversely affected by the North Corridor Project. Should the North Corridor Project affect other
historic properties or elements not listed in Attachment G of this document, METRO shall coordinate with FTA and SHPO as stated in Stipulation IV.C.

II. SOUTHEAST 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 & 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 IV.D.

B. METRO will consider the use of single-loaded station platforms to be located in tandem along the proposed fixed guideway alignment within the existing Scott Street right-of-way, between Interstate 45 and Griggs Road. The intent is to minimize the necessary width of the alignment and its potential impact upon the adjacent historic properties fronting Scott Street.

C. As part of the mitigation under the MOA for the Southeast Corridor Project, (BRT) METRO initiated work on development of a package to support nomination of one or more historic districts within the Third Ward. By mutual agreement between METRO and THC the decision was made to substitute a Multiple Property Nomination package rather than the District Designation. As such, to mitigate the adverse effect on and loss of contributing historic properties that are not individually eligible for listing on National Register of Historic Places as a result of this Project (found in Attachment H), METRO has conducted the necessary research and prepared a Multiple Property Nomination submittal for the Third Ward entitled “The African American Heritage of the Third Ward”. METRO has submitted the Multiple Property Nomination to the SHPO, that confirmed that the Multiple Property Nomination fulfills the intent and specific requirements of the Memorandum of Agreement between METRO and the SHPO. METRO and FTA shall have no further responsibility with respect to the Package.

D. If the Southeast Corridor Project affects previously undisturbed (off-street) parcels of land, METRO shall, 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.
E. Other than the historic properties and contributing elements listed in Stipulations II.C, II.D, and Attachment H, no historic property or contributing element will be adversely affected by the Southeast Corridor Project. Should the Southeast Corridor Project affect other historic properties or elements not listed in Attachment H of this document, METRO shall coordinate with FTA and SHPO as stated in Stipulation IV.C.

III. INTERMODAL TERMINAL PROJECT:

A. METRO will ensure that the design of the Intermodal Terminal Project and all other construction undertaken or funded by METRO related to this undertaking, including but not limited to excavation, retaining walls, street re-alignments, terminal facility, station platforms and canopies, bridges or tunnels, 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 & 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 IV.D.

B. To mitigate the adverse effects on and loss of contributing historic properties that are not individually eligible for listing on National Register of Historic Places as a result of this Project (found in Attachment I), an intensive historic context of the area entitled “Intensive Survey of Historic-Age Resources, METRO Intermodal Terminal North of I-10, Houston, Harris County, Texas” was prepared by METRO at the request of SHPO in March 2007. The document was submitted to the SHPO in June 2007. A response letter dated June 27, 2007 from SHPO stated that the intensive study of the project area adequately fulfilled the documentation requirement of the MOA between METRO and the SHPO. Furthermore, the SHPO letter commended the high-quality documentation and stated that this report not only fulfilled the requirements of Section 106, but would also serve as reference for future projects in Houston.

C. To mitigate the loss of the Judge Alfred Hernandez Tunnel/North Main Street Tunnel that is eligible for listing on National Register of Historic Places, as a result of this Project, METRO has documented this structure in accordance with Stipulation V.

D. To mitigate the loss of the historic Reader Building located at 1201 Naylor that is eligible for listing on the National Register of Historic Places, as a result of this project, METRO shall prepare documentation in accordance with Stipulation V prior
to demolition. Once comment from the SHPO is satisfactorily incorporated into the documentation, METRO and FTA shall have no further responsibility with respect to the documentation.

E. METRO, shall conduct in-depth historic archival research on all previously undisturbed (off-street) land parcels within the construction limits of the Intermodal Terminal Project. This information shall then be forwarded to the SHPO for review, along with the recommendations of a qualified archaeologist, and the SHPO will determine whether archeological investigations are warranted. If archeological investigations are requested, such investigations shall be completed in advance of any alteration of the site in any way.

F. Other than the historic properties and contributing elements listed in Stipulations III.B, III.C, III.D, III.E, and Attachment I, no historic property or contributing element will be adversely affected by the Intermodal Terminal Project. Should the Intermodal Terminal Project affect other historic properties or elements not listed in Attachment I of this document, METRO shall coordinate with FTA and SHPO as stated in Stipulation IV.C.

IV. ADMINISTRATIVE STIPULATIONS

A. Definition. For the purposes of this Amended MOA the terms “party” or “parties” means the FTA, METRO, and the SHPO, each of which has authority under 36 C.F.R. § 800.7 to terminate the consultation process.

B. Professional supervision. METRO shall ensure that all activities carried out pursuant to this Amended MOA are carried out by, or under the direct supervision and control, 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, SHPO, or any agent or contractor of the FTA from utilizing the properly supervised services of employees, contractors, 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 Projects that will affect historic properties without first affording the parties of this Amended MOA the opportunity to review the proposed change and determine whether it shall require that this Amended MOA be further amended. If one or more such party determines that an amendment is needed, the parties to this Amended MOA shall consult in accordance with 36 C.F.R. § 800.6 to consider such an amendment.

D. Design review. The reviews set out in this Amended MOA shall be completed as early in the process as possible so that measures to avoid, minimize, or mitigate the effects of the Projects on historic properties can be taken into consideration by the SHPO during design and prior to construction. Design review submittals will be

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provided to the SHPO through final design for those elements of the Projects. 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 was not previously raised as a concern.

V. ARCHITECTURAL DOCUMENTATION STIPULATIONS

A. Prior to any construction activity for the Projects, METRO shall document the historic properties that are individually eligible for listing on the National Register as stated in Stipulations I.D and III.C to meet the content, quality, and presentation standards equivalent to the Secretary of the Interior's Standards for Architectural and Engineering Documentation, Historic American Buildings Survey (HABS) Level II.

B. METRO shall provide the SHPO a minimum of 30 days from receipt to review and comment on a comprehensive draft of the documentation developed, including photographic proofs and drawings. Proofs will be large enough to be legible; contact sheets will not be adequate. The location and direction of all photographs will be keyed to a site plan or other architectural documentation.

C. The SHPO will provide written approval or recommendations for additional work on the architectural documentation within thirty (30) days of receipt of the draft documentation. At the SHPO’s discretion, approval may be given for alterations to proceed after approval of the draft documentation. METRO shall take the SHPO’s comments into account in revising the documentation.

D. If the SHPO does not provide comments on the documentation within thirty (30) days of receipt, METRO may consider the documentation photographs to have been accepted by the SHPO and may proceed in development of the final documentation.

E. METRO shall ensure that archival copies of the final completed documentation, developed in accordance with this Stipulation, are provided to the SHPO and the City of Houston Public Library History Archive within 90 days of SHPO approval. The documentation photographic negatives shall be provided to the City of Houston Public Library History Archive with its copy of the documentation.

VI. 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 archaeological discoveries during construction.
VII. DURATION

This Amended MOA shall continue throughout the development and implementation of the Projects. Prior to such time, FTA, METRO or the SHPO may consult with the other signatories to reconsider the terms of the Amended MOA and to amend further in accordance with Stipulation X below. At the end of one year following the execution of this Amended MOA, and annually for a period of five years, METRO shall provide all signatory parties to this Amended MOA 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 Amended MOA. Beginning the sixth year following the execution of this Amended MOA, METRO will periodically report, as deemed needed by any signatory party, as to the status of compliance with this Amended MOA until it expires or is terminated. Failure to provide such summary report may be considered noncompliance with the terms of this MOA pursuant to Stipulation X, below.

VIII. 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 C.F.R. § 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.

IX. DISPUTE RESOLUTION

Should any Party to this Amended MOA object at any time to any actions proposed or the manner in which the terms of this Amended MOA 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 C.F.R. § 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 Amended MOA, 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 Amended MOA.
C. It is the FTA's responsibility to carry out all other actions subject to the terms of this Amended MOA that are not the subject of the dispute remain unchanged. The FTA shall notify the METRO and SHPO of its decision in writing before implementing that portion of the Project(s) subject to dispute under this stipulation. FTA's decision will be final.

X. AMENDMENTS AND NONCOMPLIANCE

If any signatory to this Amended MOA, 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 Amended MOA pursuant to 36 C.F.R. § 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 further the Amended MOA, any signatory may terminate the Amended MOA in accordance with Stipulation XI 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.

XI. TERMINATION

If this Amended MOA is not further amended following the consultation set out in Stipulation X, it may be terminated by any signatory. Within 30 days following termination, the FTA shall notify the signatories if it will initiate consultation to execute a new MOA with the signatories under 36 C.F.R. § 800.6(c)(1) or request the comments of the Council under 36 C.F.R. § 800.7(a) and proceed accordingly.

Execution of this Amended MOA by FTA, METRO and SHPO, the submission of documentation and filing of this Amended MOA with the Council pursuant to 36 C.F.R. § 800.6(b)(1)(iv) prior to FTA's approval of the Projects, and implementation of its terms constitutes evidence that FTA has taken into account the effects of these undertakings on historic properties and has 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: June 4, 2008

METROPOLITAN TRANSIT AUTHORITY OF HARRIS COUNTY, TEXAS

BY: Frank J. Wilson
    President & Chief Executive Officer

DATE: 6/10/08

TEXAS STATE HISTORIC PRESERVATION OFFICER

BY: F. Lawerence Oaks
    State Historic Preservation Officer

DATE: 6/10/08
ATTACHMENT A
The North Corridor Project will be an extension of the existing METRORail system utilizing a light rail transit vehicle operating in a barrier-separated, semi-exclusive right-of-way with embedded track. The alignment would begin at the northern terminus at the UH-Downtown Station of the existing METRORail Red Line. From this point, the alignment would head north following the existing right-of-way of North Main Street on the west side. Once north of Interstate Highway (IH)-10, the alignment would transition onto an aerial structure to go over the Hardy Yard railroad facility. The alignment would then return back to street level in the center of North Main Street near Hogan Street and continue at-grade in the center of North Main Street until Boundary Street. At Boundary Street, the fixed guideway would turn east from North Main Street onto Boundary Street and then north on Fulton Street. The alignment would proceed north on Fulton Street operating at-grade in the center of Fulton Street. The LPA would continue along Fulton Street passing under IH-610. North of IH-610, the alignment would rise onto an aerial structure and shift from the median to the east side of Fulton Street to cross over the Houston Belt & Terminal Railroad. The alignment would then transition back into the median of Fulton Street and return to street level just south of Dorchester Avenue. The fixed guideway will continue at-grade in the center of Fulton Street until reaching Northline Mall just north of Crosstimbers Street. The alignment would then terminate adjacent to Northline Mall. The guideway would terminate just north of Rebecca Street. The alignment is approximately 5.26 miles long.

Eight stations are proposed in this segment along North Main and Fulton. These stations include the Burnett Station; Quitman Station; Boundary Station; Moody Park Station; Cavalcade Station; Graceland Station; Melbourne Station; and the Northline Center Station.
ATTACHMENT B
Attachment B

The downtown segment of the Southeast Corridor Locally Preferred Alternative (LPA) alignment would be located on Capitol and Rusk between IH 45 on the west and Chenevert on the east. Between IH 45 and Chenevert, the tracks would be located on the south side of the street of Capitol and Rusk in reserved lanes. The alignment on Capitol shifts northeast at Chenevert towards Texas. The alignment on Rusk is shifted northward at Hamilton to meet up with the westbound trackway just south of Texas. The trackway travels along the south side of Texas from US 59 to Nagel. Between Texas and Scott Street, the LPA turns southeast from Texas and diagonally crosses through several city blocks, running parallel with the BNSF tracks, to Dallas and Scott Streets.

Four stations are proposed in this segment, which would be located at Smith, Fannin, Crawford, and Bastrop. The Bastrop Station on Texas was included with the refinements to the LRT Alternative and replaces the Dowling Station described in the LRT Alternative in the DEIS.

From Polk Street to the end of the line on Griggs Road at Beekman Road, the LPA alignment would consist of a bi-directional trackway located within or along the side of a public roadway. The trackway would comprise one track in each direction and would be configured in accordance with LRT grade and curvature requirements.

At the intersection of Dallas Street and Scott Street, the LRT alignment would turn south and continue at grade in the middle of Scott Street to IH-45. The existing median width of 30 feet in this section is sufficient to accommodate the double-track LRT line, while maintaining the existing two lanes of traffic in each direction. Where Scott Street passes under the IH-45 freeway there is no median and the tracks would be installed in the inside lanes, which would be shared by the trains and left-turn traffic.

After crossing under IH-45, the LRT alignment would continue in the middle of Scott Street to Simmons Street. On Scott Street, south of the intersection with Simmons Street, the trackway would cross the northbound lanes of Scott Street into an exclusive right-of-way on the east side along the University of Houston (UH) property. The trackway would then curve eastward into an alignment along the north side of Wheeler Street, and continue to a
point between Cullen Boulevard and Rockwood Street. There it would transition across Wheeler Street into an exclusive right-of-way along the south side of the street and would continue east to Calhoun Road.

At Calhoun Road, the alignment would turn south and cross the southbound lanes of Martin Luther King Boulevard into the median. The alignment would continue south, crossing through the junction with Old Spanish Trail. Just north of the intersection with Griggs Road the trackway would curve to the east through properties in the northeast quadrant of the intersection of Martin Luther King Boulevard and Griggs Road, which would require property acquisition and business relocation. The tracks would cross the northbound lanes of Martin Luther King Boulevard and the westbound lanes of Griggs Road. Traffic at these crossings would be regulated by flashing lights with automatic gates of mid-block traffic signals. The alignment would then enter the Griggs Road median and continue east to Palm Center near Beekman Road, where the trackway would terminate about 500 feet east of the station platform.

Six stations are proposed for this segment of the LPA alignment. Stations would be located at Leeland, Elgin, Cleburne, East University, MacGregor Park, and the Palm Center Transfer Center.
Attachment C

The proposed project, known as the Intermodal Project (IT), is located within the City of Houston in Harris County, Texas. It involves the development of a multi-modal, multi-use, multi-story transit facility north of Downtown Houston. METRO Solutions, the region’s comprehensive transit plan, identifies the IT as one of numerous mobility enhancements recommended to improve intermodal connectivity for current and future transportation improvement projects. The proposed facility would act as a major hub for METRO’s service area, enabling residents, visitors and workers to easily transfer between the different modes of transit.

The project area consists of approximately 72 acres, with approximately 43 acres within the 100- and 500- year floodplains of the White Oak Bayou. A major portion of the western half of the project area includes UH-Downtown’s remote parking lots. The land is relatively undeveloped, containing large paved and unpaved parking lots and very few buildings. The remaining portion is bisected by the UPRR and consists of several commercial warehouses and abandoned industrial structures formerly associated with rail activity. The Near Northside residential area is located north of Burnett Street adjacent to the project area. The UPRR rail line currently bisects the Project Area and would intersect with the proposed North Corridor Light Rail Transit (LRT) extension.

The proposed facility would be designed to house passenger waiting and transfer facilities for the existing and projected volume of local buses that serve the immediate area (4 bus bays). It would also provide access to LRT and platforms; bicycle storage facilities; and passenger and driver amenities, including parking, public restrooms, retail and concessions. Improvements to several surrounding roads would be required to provide safe and convenient access for buses and the traveling public.

The proposed project is located in the Near Northside neighborhood of downtown Houston. It is centered at the junction of the Union Pacific Railroad (UPRR) and Main Street, approximately 1,600 feet north of IH 10. In general, the project area is bounded by the UPRR, Keene Street, Harrington Street and Burnett Streets on the north; Hardy Road on the east; IH 10/US 90 on the south; and White Oak Bayou on the west. The project area is defined as the general vicinity where the IT would be located. The project footprint covers the areas that would be disturbed by construction activities associated with the IT, such as buildings, roadways, track relocation and other infrastructure improvements.

The proposed facility would be constructed adjacent to METRO Solutions’ proposed North Corridor, which includes the extension of LRT from the University Station to stations serving the Northline Mall. The proximity of the proposed IT at this location would provide an enhanced interface with these and other future modes of transportation in the vicinity where the IT would be located, as well an area that allows for potential joint use development to occur. The proposed project footprint would be located within these general limits.
The terminal complex will consist of several components. The METRO Bus Transit Center, located on the northeast quadrant of the site, consists of four bus passenger bays to be utilized by five METRO local routes and paratransit services. Two 300-foot platforms intended to serve LRT passengers will be located a short distance from the local bus bays, directly adjacent to the first floor of the bus headhouse, which is a two-story, partially-enclosed structure providing waiting areas and pedestrian connections to other upper level facilities. The design of the transfer center includes a bus-only egress road which is an extension of Chestnut Street south of Burnett Street and a small on-grade parking area. This parking area is planned to allow for the development of up to ten additional bus bays for potential future use and an overhead deck that could accommodate a variety of uses associated with public- or private-sector development. Potential expansion of the transit center from four to 14 bays would be dependent on environmental clearance of a commuter rail line and a passenger station, and/or additional bus service at this site.

The upper level of the headhouse will include vertical circulation, access to LRT platforms, a waiting area and a retail area that can be accessed from the upper level as well as from the surrounding neighborhood and access to LRT platforms. Development within the retail area would be by others with METRO oversight.

An additional headhouse will be located on the northwest quadrant of the site. This will provide access between Burnett Street and the LRT platforms and will be designed to accommodate access to potential commuter rail. This headhouse would incorporate pedestrian access to the LRT platforms via the Grand Stair, elevators and escalators ascending from Burnett Street to the platform area. The LRT platform, which is part of METRO’s North Corridor study, will be located on a level above the existing freight rail tracks.

A realignment of the existing freight rail tracks to the north of their present location to allow for the construction of the substructure and utility infrastructure required for the commuter rail platforms is planned.

Complete construction and utilization of the future commuter rail platforms would be dependent on environmental clearance of a future commuter rail line and a passenger station at this site.

The spatial relationship of the headhouses, market area and Grand Stair elements are envisioned to create a public, pedestrian-oriented area referred to as the “Great Space”. This circular area is intended to be the aesthetic focal point of the IT complex and would include a canopy structure partially enclosing the Great Space. The highest point of the roof structure would extend approximately 140 feet above the LRT platforms, located in the center of the Great Space. The LRT platforms would serve the North Corridor, oriented north-south across the diameter of the 400 foot circle. A covered pedestrian route would circumnavigate the entire Great Space. Pedestrian access to the Great Space would be at ground level from Burnett Street through the headhouses and Grand Stair, as well as the drop-off area accessed from “upper” Main.

Part of the Phase I concept for the IT is to provide areas for priority development around the great space and above the headhouses. This secondary, joint development could enhance the overall project, providing additional opportunities for commuters and nearby
neighborhood residents to access retail amenities. As currently envisioned, joint development would be pursued above the IT facility, such as the parking areas, bus bays and headhouses. This future development is conceptual and is not included as part of the transit facility.

The LRT platforms and the Great Space would be located above the existing grade; therefore, an “upper” Main Street would be constructed to provide access for private vehicles, taxis and shuttle vans to the LRT platforms and other facilities on the upper level. Through service for automobiles would not be provided on this portion of Main Street. The existing Main Street, including a re-constructed tunnel, would be realigned to accommodate through traffic along "lower" Main Street.

Short-term parking would be located in the bus transfer area and south of the existing UPRR. Up to 2,000 spaces provided in a combination of surface lots and/or parking structures would most likely be added in phases, based on changes in demand over time. Access to parking would be made available via “lower” Main Street and a parking access road perpendicular to “lower” Main beneath the reconstructed Naylor Street. Bicycle storage facilities would be available on site.

In addition to providing connections between transit modes and passenger amenities, the terminal buildings are configured to accommodate potential TOD uses.

Planning and facility design is being conducted so as not to preclude other transportation services at this site which may include: national passenger rail (Amtrak), airport shuttle buses, intercity buses and international buses. Any proposal to provide additional bus service would be subject to evaluation in a supplemental environmental assessment and further air quality conformity analyses. Any proposal to relocate Amtrak would be subject to separate environmental clearance.

Associated street improvements intended for circulation of local buses and SOV include the extension of San Jacinto Boulevard. The roadway could be extended to Burnett Street or, depending on traffic and safety analysis, may stop at Naylor Street. This road would be a four-lane divided roadway and would be a primary access point for local bus traffic and the potential future East End and Southeast LRT lines. If the street extension stops at Naylor Street, a new roadway would be a dedicated guideway for LRT and local buses only. The guideway would be constructed under the existing freight line. San Jacinto Boulevard could be extended to Burnett Street by Harris County to further enhance local circulation and provide an alternate route for future traffic exiting from the Hardy Toll Road extension.

To optimize bus access to the METRO transit center, Burnett Street would be reconstructed to become a four-lane divided street between Chestnut Street and Main Street. An additional drop-off lane would be provided to the east- bound lanes near the Grand Stair, headhouses and bus transfer center.

In order to accommodate through traffic, Main Street would need to be reconstructed. This new two-lane divided roadway would turn west approximately 100 feet north of IH 10 and would require the reconstruction of the Judge Alfred Hernandez Tunnel. The existing tunnel does not meet current safety standards for overhead height clearances or sight distance. A new tunnel entrance would be located slightly west of the current entrance and
would require slightly longer tunnel approach roadways. The new "upper" Main Street would be constructed as a four-lane divided roadway with the North LRT fixed guideway located within the median. Naylor Street, beginning at its intersection at-grade with the new San Jacinto Street, would be raised to meet the elevation of "upper" Main Street and would provide access to an elevated street grid that would also include two streets parallel to Main Street and a street parallel to Naylor Street.

Local bus routes and LRT circulation from the south would use the extended San Jacinto Boulevard and/or bus only guideway to access the bus transfer area and LRT platforms.
ATTACHMENT D
Attachment D

North Area of Potential Effect (APE)

The project area covers an area just north of downtown Houston. It spans the portion of Houston commonly called the Northside and Near Northside, a section of mixed residential and commercial neighborhoods from Buffalo Bayou on the south to Northline Mall at East Crosstimbers Street and I-45 on the north. The east boundary is Maury Street and the west boundary is I-45. For the at-grade portions of the alignment the APE includes one parcel width along either side of the proposed alignment. At station locations, the APE includes the station location plus one block immediately surrounding the station location. For elevated portions of the alignment, the APE expands out to include properties located 200 feet from the centerline of the elevated segment.
ATTACHMENT E
Attachment E

Southeast Area of Potential Effect (APE)

The project area covers an area that extends from downtown Houston in southeast direction towards Palm Center. It is defined as the area bounded by I-45 on the east, US59/SH288 on the west and Griggs, east of Martin Luther King Boulevard to the south. For the at-grade portions of the alignment the APE includes one parcel width along either side of the proposed alignment. At station locations, the APE includes the station location plus one block immediately surrounding the station location. For elevated portions of the alignment, the APE expands out to include properties located 200 feet from the centerline of the elevated segment.
ATTACHMENT F
Attachment F

Intermodal Area of Potential Effect (APE)

The project area covers approximately 72 acres near downtown Houston, northeast of the I-45 and I-10 interchange. The area is bounded by Brooks and Burnett streets on the north, Chestnut and Main streets on the east, White Oak Bayou on the southwest and south, and Naylor Street and the Union Pacific rail line on the south.
ATTACHMENT G
<table>
<thead>
<tr>
<th>Address</th>
<th>Present Use</th>
<th>NRHP Status</th>
<th>Potential Adverse Effect under Section 106</th>
</tr>
</thead>
<tbody>
<tr>
<td>705 Boundary Street (CD-007)</td>
<td>Residential</td>
<td>Contributing to Old Fifth Ward Historic District</td>
<td>Proposed fixed guideway alignment will result in the acquisition of 93 square feet of property, change the use of the property acquired from residential to transportation</td>
</tr>
<tr>
<td>815 Boundary Street (CD-016)</td>
<td>Residential</td>
<td>Contributing to Old Fifth Ward Historic District</td>
<td>Proposed fixed guideway alignment will result in the acquisition of 179 square feet of property, change the use of the property acquired from residential to transportation</td>
</tr>
<tr>
<td>3906 Fulton Street (F-014)</td>
<td>Residential</td>
<td>Non-contributing to potential Irvington Park Historic District</td>
<td>Though only a portion of the property will be acquired (2,514 square feet), the proposed fixed guideway alignment will result in destruction or removal of the property, change its use from residential to transportation, and/or might result in the sale or transfer of the property.</td>
</tr>
<tr>
<td>4624 Fulton Street (listed as 4620 Fulton Street in HCAD) (F-036)</td>
<td>Residential</td>
<td>Non-contributing to potential Irvington Park Historic District</td>
<td>Proposed fixed guideway alignment will result in the acquisition of 159 square feet of property, change the use of the property acquired from residential to transportation</td>
</tr>
<tr>
<td>5203 Fulton Street (053)</td>
<td>Religious</td>
<td>Contributing to potential Lindale Park Historic District</td>
<td>Proposed fixed guideway alignment will result in the acquisition of 1,431 square feet of property, change the use of the property acquired from residential to transportation.</td>
</tr>
<tr>
<td>201 Sue Street (081)</td>
<td>Residential</td>
<td>Contributing to potential Lindale Park Historic District</td>
<td>Proposed fixed guideway alignment will result in the acquisition of 999 square feet of property, change the use of the property acquired from residential to transportation.</td>
</tr>
<tr>
<td>202 English Street (082)</td>
<td>Residential</td>
<td>Contributing to potential Lindale Park Historic District</td>
<td>Proposed fixed guideway alignment could result in destruction or removal of the property, change its use from residential to transportation, and/or might result in the sale or transfer of the property.</td>
</tr>
<tr>
<td>T.R. Roosevelt Elementary School 6700 Fulton Street (GH-001)</td>
<td>Educational</td>
<td>Eligible under NRHP Criteria A &amp; C</td>
<td>Proposed fixed guideway alignment could introduce a visual element that will obscure the property's primary facade from viewing from the east side of the fixed guideway system.</td>
</tr>
</tbody>
</table>
ATTACHMENT H
## Attachment H

### Properties for Which an Adverse Effect is Anticipated under the Southeast Corridor Project LRT

<table>
<thead>
<tr>
<th>Address</th>
<th>Building #</th>
<th>Present Use</th>
<th>NRHP Status</th>
<th>Potential Adverse Effect under Section 106</th>
</tr>
</thead>
<tbody>
<tr>
<td>3505 Bremond Street</td>
<td>270</td>
<td>Residential</td>
<td>Contributing element to the NRHP-Potentially Eligible Third Ward Historic District</td>
<td>Proposed fixed guideway alignment could result in minor right-of-way acquisition along Scott Street</td>
</tr>
<tr>
<td>3515 McGowen Street</td>
<td>268</td>
<td>Residential</td>
<td>Contributing element to the NRHP-Potentially Eligible Third Ward Historic District</td>
<td>Realignment of McGowen Street will result in the acquisition and removal of this property</td>
</tr>
<tr>
<td>3502-4 Tuam Street</td>
<td>247</td>
<td>Residential</td>
<td>Contributing element to the NRHP-Potentially Eligible Third Ward Historic District</td>
<td>Proposed fixed guideway alignment could result in minor right-of-way acquisition along Scott Street</td>
</tr>
</tbody>
</table>

ATTACHMENT I
### Properties for Which an Adverse Effect is Anticipated under the Intermodal Terminal Project

<table>
<thead>
<tr>
<th>Address</th>
<th>Present Use</th>
<th>NRHP Status</th>
<th>Potential Adverse Effect under Section 106</th>
</tr>
</thead>
<tbody>
<tr>
<td>North Quadrant of Daly Street and Trentham Place (a)</td>
<td>Industrial Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of intermodal terminal and rail platforms could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>North Quadrant of Daly Street and Trentham Place (b)</td>
<td>Industrial Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of intermodal terminal and rail platforms could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1101-1103 Naylor Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of intermodal terminal on-grade parking facility could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1115 Naylor Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of intermodal terminal on-grade parking facility could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1201 Naylor Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1133 Providence Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1134 Providence Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1620 North Main Street</td>
<td>Warehouse</td>
<td>Contributing to Old Fifth Ward eligible HD</td>
<td>Proposed reconstruction of Main Street will require additional right-of-way to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>421 North Main Street</td>
<td>Warehouse</td>
<td>Contributing to Warehouse eligible HD</td>
<td>Proposed construction of intermodal terminal on-grade parking facility could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>407 North Main Street</td>
<td>Warehouse</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed construction of intermodal terminal on-grade parking facility could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>1504 North Main Street</td>
<td>Warehouse</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of Main Street will require additional right-of-way to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NW corner of North Main and Harrington Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NE corner of North Main and Harrington Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at SW corner of North Main and Harrington Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NE corner of Harrington and North Main Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
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</tr>
<tr>
<td>Street Marker at NE corner of Brooks and Main Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
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<tr>
<td>Street Marker at NE corner of North Main and Brooks Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway configuration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at SE corner of Walnut and Conti Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at SE corner of Conti and Walnut Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at SW corner of Keene and Harrington Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NW corner of Brooks and Freeman Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NE corner of Burnett and Everett Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
<tr>
<td>Street Marker at NW corner of Burnett and Gentry Streets</td>
<td>Street Marker</td>
<td>Contributing to Old Fifth Ward Residential eligible HD</td>
<td>Proposed reconstruction of roadway reconfiguration to accommodate through traffic could result in destruction or removal of the property.</td>
</tr>
</tbody>
</table>