

North Corridor

North Corridor DEIS
Selection of a Locally Preferred
Alternative
METRO Board of Directors

August 23, 2006

Purpose of Today's Briefing

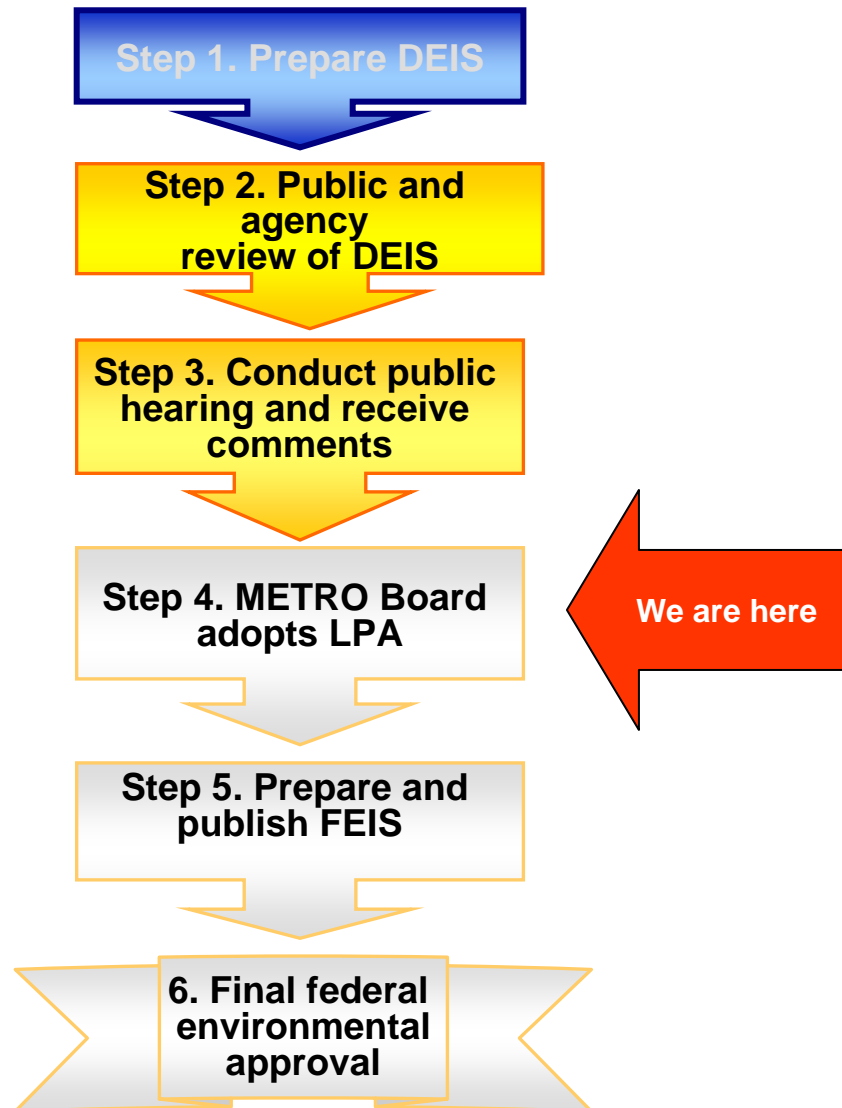
- Provide a status of the North Corridor Draft Environmental Impact Statement (DEIS)
- Review results of the public hearing and the comments received on the DEIS
- Summarize decisions to be made

Synopsis of North Corridor Project

- Planning work for the North Corridor began in 2001
- Over 150 meetings with citizens and elected officials
- Majority of the North Corridor community is in favor of the proposed project
- Community wants North Line operational ASAP!

North Corridor

Steps to Recommending a Preferred Alternative



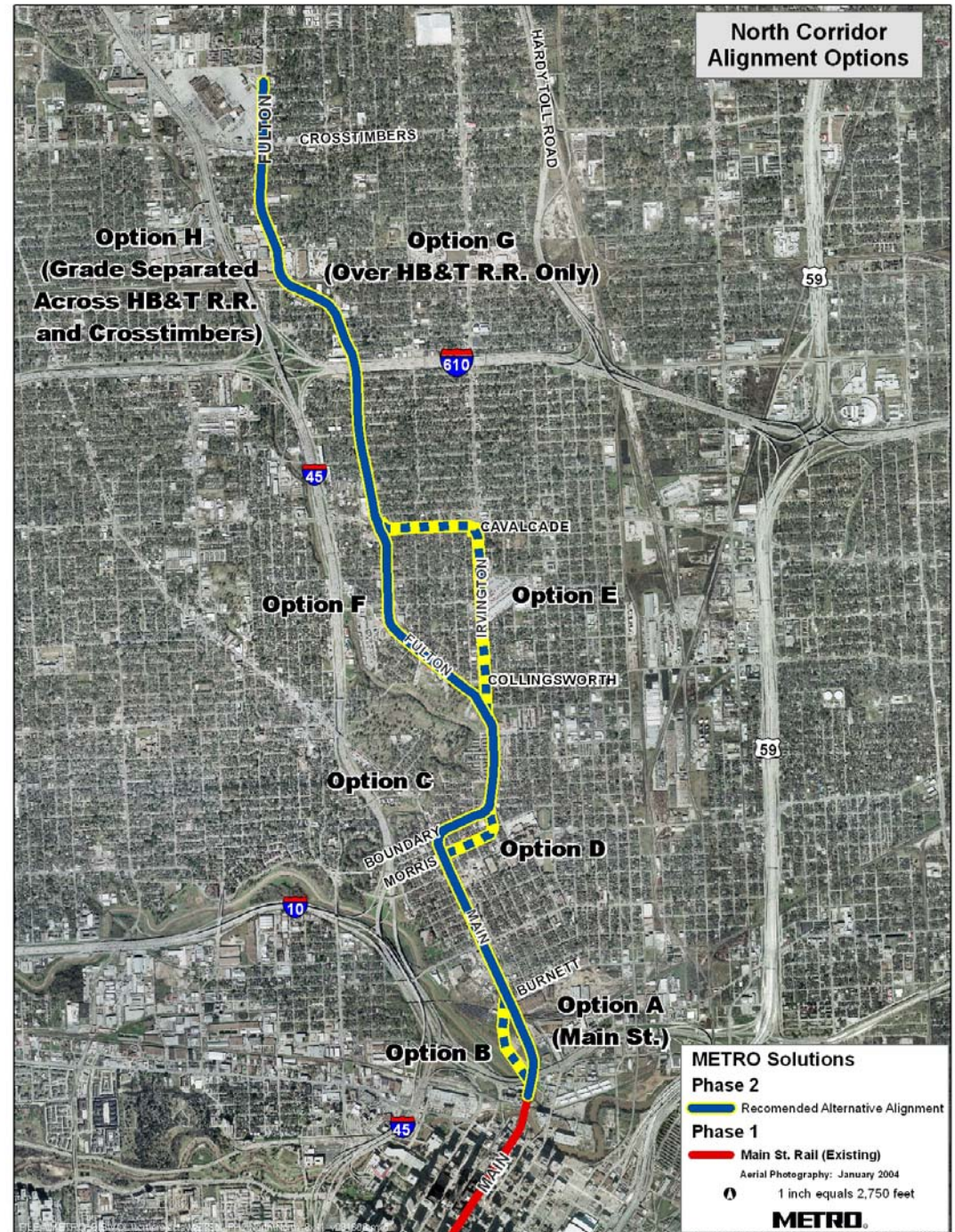
Technology Alternatives Considered

- No Build
- Light Rail Transit (LRT)
- Bus Rapid Transit (BRT)
- BRT-Convertible

Additionally, alignment options were evaluated in four areas

North Corridor

Alignment Alternatives Considered in Detail



North Corridor

Summary of Impacts

- Identified impacts associated with the Build Alternatives in the Draft Environmental Impact Statement
- These impacts are considered normal for a project of the type and magnitude
- As a part of the Final Environmental Impact Statement, appropriate mitigation measures will be identified



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

REGION 6
1445 ROSS AVENUE, SUITE 1200
DALLAS, TX 75202-2733

AUG 11 2006

Robert C. Patrick
Regional Administrator
Federal Transit Administration
Region 6
819 Taylor Street
Room 8A36
Fort Worth, TX 76102

Dear Mr. Patrick:

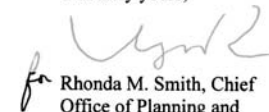
In accordance with the National Environmental Policy Act (NEPA) and Section 309 of the Clean Air Act, Environmental Protection Agency (EPA) Region 6 has reviewed the Draft Environmental Impact Statement (DEIS) for the construction and operation of the North Corridor Fixed Guideway proposed by the Metropolitan Transit Authority of Harris County, Texas (METRO).

METRO proposes to implement transit improvements for the present northern terminus of the existing light rail transit (LRT) line at the University of Houston-Downtown Station to the Northline Mall in the north portion of Harris County, Texas. The North Corridor is identified in both the Houston-Galveston Area Council 2025 Regional Transportation Plan and METRO Solutions as a priority for a transportation investment.

EPA rates the DEIS as "LO," i.e., EPA has "Lack of Objections" to the proposed Federal action. Our classification will be published in the *Federal Register* according to our responsibility under Section 309 of the Clean Air Act to inform the public of our views on this proposed Federal action. If you have any questions, please contact Mike Jansky of my staff at (214) 665-7451 or jansky.michael@epa.gov, for assistance.

EPA appreciates the opportunity to review the DEIS. Please mail two (2) copies of the Final EIS when it is sent to the Office of Federal Activities, EPA (Mail Code 2252A), Ariel Rios Federal Building, 1200 Pennsylvania Ave, N.W., Washington, D.C. 20004.

Sincerely yours,


for Rhonda M. Smith, Chief
Office of Planning and
Coordination (6EN-XP)

Internet Address (URL) • <http://www.epa.gov>

Recycled/Recyclable • Printed with Vegetable Oil Based Inks on Recycled Paper (Minimum 25% Postconsumer)

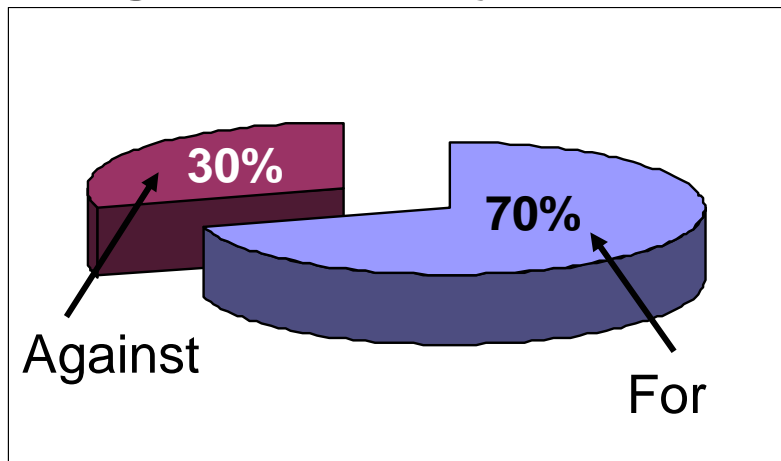
METRO
Solutions

Public Hearing Summary

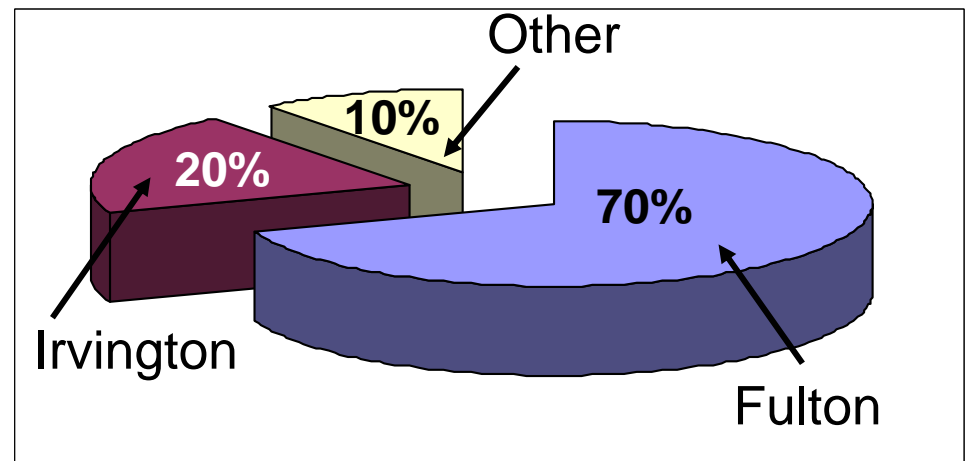
- Public Hearing was held on August 5, 2006 at Jeff Davis High School
- 148 people signed-in
- 5 elected officials or their representatives attended and testified
- 2 METRO Board members attended
- 46 citizens testified
- 23 written comment forms were returned at the hearing

Comments on DEIS

Comment For and Against the Project



Comments on alignments



Other Comments on DEIS

Other Comments	Percent of Other Comments Received
Concerned about school safety	40%
Concerned about loss of trees	31%
Concerned about displacements	9%
Concerned about gentrification	9%
In favor of a station in North Lindale	9%
Concerned about construction impacts	2%

Petition against an at-grade station at Quitman

Board Decisions to be Made

- No Build versus Build
- Technology
- Alignment options – staff recommendation to METRO Board on the following:
 - **A** (In North Main Street) or **B** (West of North Main)
 - **C** (Boundary) or **D** (Boundary/Morris couplet)
 - **E** (Irvington/Cavalcade) or **F** (Fulton)
 - **G** (At-grade at Crosstimbers) or **H** (Elevated at Crosstimbers)

Staff Recommendations

- Recommend Build
- Recommend BRT-convertible
- Recommend alignment options:
 - **A** (In North Main Street)
 - **C** (Boundary)
 - **F** (Fulton)
 - **G** (At-grade at Crosstimbers)

Summary of Recommended Alternative

Recommended Option	Reasons
A - In N. Main Street	Most direct route; in public right-of-way thereby minimizes property impacts
C - Boundary	Less property impacts; lower capital cost; less impacts to historic properties
F - Fulton	Fastest travel time; lower operating cost; community support
G - At-grade at Crosstimbers	Most cost effective

North Corridor

North Corridor DEIS
Selection of a Locally Preferred
Alternative
METRO Board of Directors

August 23, 2006