APPENDIX B

COMMENTS RECEIVED ON THE SFEIS

This Record of Decision (ROD) incorporates comments received on the SFEIS during the 30-day comment period following publication of the Notice of Availability (NOA) in the *Federal Register*.

The following table summarizes the comments received during the public comment period on the SFEIS that ended on June 11, 2008 and at the public hearing on the SFEIS conducted on May 28, 2008. The table identifies the name and address of the person, agency, or organization submitting the comment, the date the comment was received, how the comment was received, and the response to the comment.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
1.	Kelvin Williams [Public Hearing – verbal comment]	Supportive of the project.	The LPA selected is consistent with and supports the transportation goals and objectives of the Southeast Corridor. The LPA will improve the transportation system by providing the Southeast 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 Southeast Corridor economic development goals and their associated benefits.
2.	Tina Araujo East Downtown Management District 815 Live Oak, Houston, TX [Public Hearing – verbal comment]		
3.	Dr. Teddy McDavid 3746 Charleston [Public Hearing – verbal comment]		
4.	Diane Sheffield Cuney Homes [Public Hearing – verbal comment]		
5.	Lafoge Oliver 3700 Burkett Street, Apt. # 55F [Public Hearing – verbal comment]		
6.	Preston Roe 3731 Florinda Street Houston, TX La Salette Place Civic Club, President Greater OST/ South Union Super Neighborhood #68, President [Public Hearing – verbal comment] [Written comment]		
7.	Congresswoman Sheila Jackson Lee [Public Hearing – verbal comment]		
8.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
9.	Susan Wegner [Written comment]		
10.	Ann Pino University Oaks resident [Written comment]		
11.	Chris Lamming [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
12.	Anonymous Comment [Written comment]	Not supportive of the project.	The LPA selected is consistent with and supports the transportation goals and objectives of the Southeast Corridor. The LPA will improve the transportation system by providing the Southeast 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 Southeast Corridor economic development goals and their associated benefits.
13.	Neil Myer 2822 Pinehurst [Public Hearing – verbal comment]		
14.	Louis Ray Wheeler Street resident [Public Hearing – verbal comment]		
15.	Lowenda Cauldwell 5135 Stuyvesant Ln. Houston, Texas 77021 [Written comment]		
16.	Stanley Louie University Oaks resident [Written comment]		
17.	Dr. Carol Abel Lewis 4393 Harvest Lane Houston, Texas 77004 [Written comment]	Concerned about noise and whistles/horn blowing along Wheeler. Requests a noise barrier between the rail and the neighborhood. Requests no horns on Wheeler.	Noise impacts have been assessed according FTA criteria which take into account increases in existing noise levels due to the project (see Section 5.5.1 of the SFEIS). As identified in the SFEIS, there will be moderate noise impacts to the University of Houston residential units (student housing) on Wheeler Avenue due to crossing bells and whistles near the residence hall. METRO will implement measures to redirect the sound so that it minimizes exposure to the residence halls. LRT operations will not result in any other noise impacts.
18.	Diane O'Brien [Written comment]		
19.	John Long [Written comment]		
20.	Thomas O'Brien [Written comment]		
21.	Marguerite Trail [Written comment]		
22.	David Moseley [Written comment]		
23.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
24.	Dan Olivarez [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
25.	Susan Wegner [Written comment]	Concerned about noise and whistles/horn blowing along Wheeler. Requests a noise barrier between the rail and the neighborhood. Requests no horns on Wheeler (continued from page 3).	Noise impacts have been assessed according FTA criteria which take into account increases in existing noise levels due to the project (see Section 5.5.1 of the SFEIS). As identified in the SFEIS, there will be moderate noise impacts to the University of Houston residential units (student housing) on Wheeler Avenue due to crossing bells and whistles near the residence hall. METRO will implement measures to redirect the sound so that it minimizes exposure to the residence halls. LRT operations will not result in any other noise impacts (continued from page 3).
26.	G. Lee [Written comment]		
27.	Martha Ludlum [Written comment]		
28.	Jeremy Bailey University of Houston Political Science Department and the Honors College, Assistant Professor 4367 Fiesta Lane [Written comment]		
29.	Wynona Johnson University Oaks Civic Association [Written comment]		
30.	Cindy Yepez University Oaks Civic Association, Board Member 4601 University Oaks Blvd. Houston, Texas 77004 [Written comment]		
31.	Marsha Ickes [Written comment]		
32.	Madeleine Crozat-Williams University Oaks Civic Association [Written comment]		
33.	Lumei Liu [Written comment]		
34.	Fred Trotter Rockwood University Oaks subdivision [Written comment]		
35.	Ann Pino University Oaks resident [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
36.	Thomas Ebner University Oaks resident University of Houston student [Written comment]	Concerned about noise and whistles/horn blowing along Wheeler. Requests a noise barrier between the rail and the neighborhood. Requests no horns on Wheeler (continued from page 4).	Noise impacts have been assessed according FTA criteria which take into account increases in existing noise levels due to the project (see Section 5.5.1 of the SFEIS). As identified in the SFEIS, there will be moderate noise impacts to the University of Houston residential units (student housing) on Wheeler Avenue due to crossing bells and whistles near the residence hall. METRO will implement measures to redirect the sound so that it minimizes exposure to the residence halls. LRT operations will not result in any other noise impacts (continued from page 4).
37.	Jennie Louie [Written comment]		
38.	Stanley Louie University Oaks resident [Written comment]		
39.	Jim Marcely University Oaks Civic Association, Treasurer [Written comment]		
40.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]		
41.	Shawn Coleman University Oaks resident [Written comment]		
42.	Cecily Rutherford [Written comment]		
43.	Carole Marcely University Oaks Civic Association [Written comment]		
44.	Elizabeth Brown-Guillory [Written comment]		
45.	Mary Jenewin [Written comment]		
46.	James Cox [Written comment]		
47.	Larry N. Bahn 4372 Fiesta Lane Houston, Texas 77004 University Oaks [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
48.	Jane Figueiredo [Written comment]	Concerned about noise and whistles/horn blowing along Wheeler. Requests a noise barrier between the rail and the neighborhood. Requests no horns on Wheeler (continued from page 5).	Noise impacts have been assessed according FTA criteria which take into account increases in existing noise levels due to the project (see Section 5.5.1 of the SFEIS). As identified in the SFEIS, there will be moderate noise impacts to the University of Houston residential units (student housing) on Wheeler Avenue due to crossing bells and whistles near the residence hall. METRO will implement measures to redirect the sound so that it minimizes exposure to the residence halls. LRT operations will not result in any other noise impacts (continued from page 5).
49.	Vera Ilyina [Written comment]		
50.	Garth Jowett 4371 Varsity Lane Houston, TX 77004 [Written comment]		
51.	Stephanie Haynes University Oaks Resident [Written comment]		
52.	Ruth Horn 4349 N. MacGregor Way Houston, Texas 77004 [Written comment]		
53.	Joan Litzenberger University Oaks Civic Association [Written comments]		
54.	John Long [Written comment]	Requests a visual barrier between the rail and the University Oaks neighborhood.	METRO will use landscaping and will construct a screen wall to provide visual relief along this segment of the alignment.
55.	David Moseley [Written comment]		
56.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
57.	Dan Olivarez [Written comment]		
58.	Jim Marcely University Oaks Civic Association, Treasurer [Written comment]		
59.	Martha Ludlum [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
60.	Jeremy Bailey University of Houston Political Science Department and the Honors College, Assistant Professor 4367 Fiesta Lane [Written comment]	Requests a visual barrier between the rail and the University Oaks neighborhood (continued from page 6).	METRO will use landscaping and will construct a screen wall to provide visual relief along this segment of the alignment (continued from page 6).
61.	Wynona Johnson University Oaks Civic Association [Written comment]		
62.	Cindy Yepez University Oaks Civic Association, Board Member 4601 University Oaks Blvd. Houston, Texas 77004 [Written comment]		
63.	Marsha Ickes [Written comment]		
64.	Thomas Ebner University Oaks resident University of Houston student [Written comment]		
65.	Jennie Louie [Written comment]		
66.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]		
67.	Cecily Rutherford [Written comment]		
68.	Elizabeth Brown-Guillory [Written comment]		
69.	James Cox [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
70.	Larry N. Bahn 4372 Fiesta Lane Houston, Texas 77004 University Oaks [Written comment]	Requests a visual barrier between the rail and the University Oaks neighborhood (continued from page 7).	METRO will use landscaping and will construct a screen wall to provide visual relief along this segment of the alignment (continued from page 7).
71.	Jane Figueiredo [Written comment]		
72.	Vera Ilyina [Written comment]		
73.	Daphne Brooks-Reed University Oaks Resident [Written comment]		
74.	Ruth Horn 4349 N. MacGregor Way Houston, Texas 77004 [Written comment]		
75.	Madeleine Crozat-Williams University Oaks Civic Association [Written comment]	Concerned about lowered property values in the University Oaks neighborhood.	Property values are affected by a variety of market conditions. Impacts of a fixed guideway project on property values are difficult to assess conclusively. Continuing population growth and a strengthening of the local economy within the project corridor have contributed to redevelopment and increased property valuations. Fixed guideway transit around the country has been an impetus for increased property values near stations.
76.	Ann Pino University Oaks resident [Written comment]		
77.	Shawn Coleman University Oaks resident [Written comment]		
78.	Patrick Michael Barrett 4360 Graduate Circle Houston, Texas 77004 [Written comment]	Concerned with drainage issues on Brays Bayou.	A detailed hydraulic analysis will be performed as the details of the bridge design are finalized. METRO will design the bridge over Brays Bayou to comply with Federal Emergency Management Agency (FEMA), the City of Houston, and Harris County Flood Control District floodplain development criteria.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
79.	Sarah Lancelin 5403 Tallow Lane On behalf of MacGregor Civic Club [Public Hearing – verbal comment]	Concerned about access for emergency vehicles within the area.	Emergency services will not be impacted by implementation of the LPA. 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 detects Opticom activation on emergency vehicles and preempts 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 vehicles to pass a stalled vehicle.
80.	Minnie Jackson 5134 Stuyvesant Houston, Texas 77021 [Written comment]		
81.	Madeleine Crozat-Williams University Oaks Civic Association [Written comment]		
82.	Shawn Coleman University Oaks resident [Written comment]		
83.	Tina Araujo East Downtown Management District 815 Live Oak Houston, TX [Public Hearing – verbal comment]	Interested in improving the bus route connectivity to the light rail system.	METRO will continue working with the East Downtown Management District on serving the transportation needs of the east downtown area.
84.	Jeff Kabin 4377 Fiesta (University Oaks Subdivision) [Public Hearing– verbal comment]	Not supportive of the location of the East University station. Requests the station to be located at Cullen and Wheeler.	METRO has reviewed locating the station at Cullen; however, it would place two stations in close proximity to each other. The Cleburne Station, located on Scott, is designated to serve this area. Through coordination with the University of Houston, METRO recognizes there will be new development for the University east of Calhoun. The location of East University Station is being designed to accommodate current and future development. In addition, the current station location is supportive of ridership demand and serving the University more effectively.
85.	George Trail University of Houston Associate Professor [Written comment]		
86.	Diane O'Brien [Written comment]		
87.	Thomas O'Brien [Written comment]		
88.	David Moseley [Written comment]		
89.	Claremarie Verheyen University of Houston School of Theatre, Professor [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
90.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
91.	Dan Olivarez [Written comment]		
92.	Susan Wegner [Written comment]		
93.	Martha Ludlum [Written comment]		
94.	Jeremy Bailey University of Houston Political Science Department and the Honors College, Assistant Professor 4367 Fiesta Lane [Written comment]	Not supportive of the location of the East University station. Requests the station to be located at Cullen and Wheeler (continued from page 9).	METRO has reviewed locating the station at Cullen; however, it would place two stations in close proximity to each other. The Cleburne Station, located on Scott, is designated to serve this area. Through coordination with the University of Houston, METRO recognizes there will be new development for the University east of Calhoun. The location of East University Station is being designed to accommodate current and future development. In addition, the current station location is supportive of ridership demand and serving the University more effectively (continued from page 9).
95.	Lawrence Jenewein University Oaks Civic Club, Member [Written comment]		
96.	Wynona Johnson University Oaks Civic Association [Written comment]		
97.	Cindy Yepez University Oaks Civic Association, Board Member 4601 University Oaks Blvd. Houston, Texas 77004 [Written comment]		
98.	Cecile Wheeler [Written comment]		
99.	Marsha Ickes [Written comment]		
100.	Thomas Ebner University Oaks resident University of Houston student [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
101.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]	Not supportive of the location of the East University station. Requests the station to be located at Cullen and Wheeler (continued from page 10).	METRO has reviewed locating the station at Cullen; however, it would place two stations in close proximity to each other. The Cleburne Station, located on Scott, is designated to serve this area. Through coordination with the University of Houston, METRO recognizes there will be new development for the University east of Calhoun. The location of East University Station is being designed to accommodate current and future development. In addition, the current station location is supportive of ridership demand and serving the University more effectively (continued from page 10).
102.	Sherwood Lynn [Written comment]		
103.	Cecily Rutherford [Written comment]		
104.	Carole Marcely University Oaks Civic Association [Written comment]		
105.	Elizabeth Brown-Guillory [Written comment]		
106.	Larry N. Bahn 4372 Fiesta Lane Houston, Texas 77004 University Oaks [Written comment]		
107.	Jane Figueiredo [Written comment]		
108.	Vera Ilyina [Written comment]		
109.	Stephanie Haynes University Oaks Resident [Written comment]		
110.	Joan Litzenberger University Oaks Resident [Written comment]		
111.	Ruth Horn 4349 N. MacGregor Way Houston, Texas 77004 [Written comment]		
112.	Chris Lamming [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
113.	Lowenda Cauldwell 5135 Stuyvesant Ln. Houston, Texas 77021 [Written comment]	Concerned with traffic accidents and pedestrian crossings on Martin Luther King Boulevard. Concerned with traffic accidents and pedestrian crossings on Martin Luther King Boulevard (continued from page 11).	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control devices, will be installed during construction of the LPA to facilitate traffic flow and safe pedestrian movements. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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. Pedestrians will benefit from a safer crossing environment at these locations.
114.	Minnie Jackson 5134 Stuyvesant Houston, Texas 77021 [Written comment]		
115.	Etoil Grant 5138 Stuyvesant Houston, TX 77021 [Written comment]		
116.	Patrick Michael Barrett 4360 Graduate Circle Houston, Texas 77004 [Written comment]	Concerned with safety and vehicular and pedestrian access on Wheeler, to/from University Oaks neighborhood, and the University of Houston.	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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.
117.	Shawn Coleman 4376 Fiesta Lane (University Oaks Subdivision) [Public Hearing– verbal comment]		
118.	Jeff Kabin 4377 Fiesta (University Oaks Subdivision) [Public Hearing– verbal comment]		
119.	Thomas O'Brien [Written comment]		
120.	Marguerite Trail [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
121.	David Moseley [Written comment]		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. Pedestrians will benefit from a safer crossing environment at these locations.
122.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
123.	Dan Olivarez [Written comment]		
124.	Susan Wegner [Written comment]	Concerned with safety and vehicular and pedestrian access on Wheeler, to/from University Oaks neighborhood, and the University of Houston (continued from page 12).	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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. Pedestrians will benefit from a safer crossing environment at these locations (continued from page 12).
125.	Martha Ludlum [Written comment]		
126.	Jeremy Bailey University of Houston Political Science Department and the Honors College, Assistant Professor 4367 Fiesta Lane [Written comment]		
127.	Lawrence Jenewein University Oaks Civic Club, Member [Written comment]		
128.	Wynona Johnson University Oaks Civic Association [Written comment]		
129.	Cindy Yepez University Oaks Civic Association, Board Member 4601 University Oaks Blvd. Houston, Texas 77004 [Written comment]		
130.	Cecile Wheeler [Written comment]		
131.	Marsha Ickes [Written comment]		
132.	Madeleine Crozat-Williams University Oaks Civic Association [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
133.	Lumei Liu [Written comment]	Concerned with safety and vehicular and pedestrian access on Wheeler, to/from University Oaks neighborhood, and the University of Houston (continued from page 13).	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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. Pedestrians will benefit from a safer crossing environment at these locations (continued from page 13).
134.	Fred Trotter Rockwood University Oaks subdivision [Written comment]		
135.	Ann Pino University Oaks resident [Written comment]		
136.	Thomas Ebner University Oaks resident University of Houston student [Written comment]		
137.	Jennie Louie [Written comment]		
138.	Stanley Louie University Oaks resident [Written comment]		
139.	G. Lee [Written comment]		
140.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]		
141.	Sherwood Lynn [Written comment]		
142.	Shawn Coleman University Oaks resident [Written comment]		
143.	Cecily Rutherford [Written comment]		
144.	Carole Marcely University Oaks Civic Association [Written comment]		
145.	Elizabeth Brown-Guillory [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
146.	Mary Jenewin [Written comment]		
147.	James Cox [Written comment]		
148.	Larry N. Bahn 4372 Fiesta Lane Houston, Texas 77004 University Oaks [Written comment]	Concerned with safety and vehicular and pedestrian access on Wheeler, to/from University Oaks neighborhood, and the University of Houston (continued from page 14).	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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. Pedestrians will benefit from a safer crossing environment at these locations (continued from page 14).
149.	Jane Figueiredo [Written comment]		
150.	Vera Ilyina [Written comment]		
151.	Garth Jowett 4371 Varsity Lane Houston, TX 77004 [Written comment]		
152.	Stephanie Haynes University Oaks Resident [Written comment]		
153.	Chris Lamming University Oaks Resident [Written Comment]		
154.	Daphne Brooks-Reed University Oaks Resident [Written comment]		
155.	Joan Litzenberger University Oaks Resident [Written comment]		
156.	Ruth Horn 4349 N. MacGregor Way Houston, Texas 77004 [Written comment]		
157.	Joan Litzenberger University Oaks Civic Association [Written comments]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
158.	Chris Lamming [Written comment]		
159.	Shawn Coleman 4376 Fiesta Lane (University Oaks Subdivision) [Public Hearing– verbal comment]	Requests moving the rail from the south side of Wheeler to the north side of Wheeler, granting open access into Wheeler from University Oaks subdivision.	METRO reviewed the possibility of retaining the alignment along the north side of Wheeler Avenue and found the following: • There are approximately five overhead transmission lines on the north side of Wheeler Avenue that would have to be relocated. Relocating these transmission lines to the south was identified as cost prohibitive and environmentally unfriendly to the adjacent neighborhood; • There are significant underground utilities which would require relocation from the north side; • Traffic conflicts would arise at the Wheeler and Martin Luther King Boulevard intersection without the alignment transition from north to south along Wheeler; • Additional driveway conflicts with University of Houston operations would occur; • There would be more street reconstruction and disruption to the community by using an alignment on the north; • There is potential conflict with a retaining wall at the dormitories on the north side of Wheeler; and • The current LPA alignment design enables fewer pedestrian conflicts due to METRO's provision of signalized pedestrian crossings on Wheeler. The LPA alignment was determined to be less disruptive and more cost effective than locating the alignment adjacent to the University of Houston north of Wheeler.
160.	Jeff Kabin 4377 Fiesta (University Oaks Subdivision) [Public Hearing– verbal comment]		
161.	George Trail University of Houston Associate Professor [Written comment]		
162.	Diane O'Brien [Written comment]		
163.	John Long [Written comment]		
164.	Thomas O'Brien [Written comment]		
165.	Marguerite Trail [Written comment]		
166.	David Moseley [Written comment]		
167.	Carol and Gene Antill 4366 Graduate Circle Houston, Texas 77004 [Written comment]		
168.	Dan Olivarez [Written comment]		
169.	Susan Wegner [Written comment]		
170.	Jim Marcely University Oaks Civic Association, Treasurer [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
171.	Martha Ludlum [Written comment]	Requests moving the rail from the south side of Wheeler to the north side of Wheeler, granting open access into Wheeler from University Oaks subdivision (continued from page 16).	METRO reviewed the possibility of retaining the alignment along the north side of Wheeler Avenue and found the following: • There are approximately five overhead transmission lines on the north side of Wheeler Avenue that would have to be relocated. Relocating these transmission lines to the south was identified as cost prohibitive and environmentally unfriendly to the adjacent neighborhood; • There are significant underground utilities which would require relocation from the north side; • Traffic conflicts would arise at the Wheeler and Martin Luther King Boulevard intersection without the alignment transition from north to south along Wheeler; • Additional driveway conflicts with University of Houston operations would occur; • There would be more street reconstruction and disruption to the community by using an alignment on the north; • There is potential conflict with a retaining wall at the dormitories on the north side of Wheeler; and • The current LPA alignment design enables fewer pedestrian conflicts due to METRO's provision of signalized pedestrian crossings on Wheeler. The LPA alignment was determined to be less disruptive and more cost effective than locating the alignment adjacent to the University of Houston north of Wheeler (continued from page 16).
172.	Jeremy Bailey University of Houston Political Science Department and the Honors College, Assistant Professor 4367 Fiesta Lane [Written comment]		
173.	Lawrence Jenewein University Oaks Civic Club, Member [Written comment]		
174.	Wynona Johnson University Oaks Civic Association [Written comment]		
175.	Cindy Yepez University Oaks Civic Association, Board Member 4601 University Oaks Blvd. Houston, Texas 77004 [Written comment]		
176.	Cecile Wheeler [Written comment]		
177.	Marsha Ickes [Written comment]		
178.	Madeleine Crozat-Williams University Oaks Civic Association [Written comment]		
179.	Lumei Liu [Written comment]		
180.	Fred Trotter Rockwood University Oaks subdivision [Written comment]		
181.	Ann Pino University Oaks resident [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
182.	Thomas Ebner University Oaks resident University of Houston student [Written comment]	Requests moving the rail from the south side of Wheeler to the north side of Wheeler, granting open access into Wheeler from University Oaks subdivision (continued from page 17).	METRO reviewed the possibility of retaining the alignment along the north side of Wheeler Avenue and found the following: • There are approximately five overhead transmission lines on the north side of Wheeler Avenue that would have to be relocated. Relocating these transmission lines to the south was identified as cost prohibitive and environmentally unfriendly to the adjacent neighborhood; • There are significant underground utilities which would require relocation from the north side; • Traffic conflicts would arise at the Wheeler and Martin Luther King Boulevard intersection without the alignment transition from north to south along Wheeler; • Additional driveway conflicts with University of Houston operations would occur; • There would be more street reconstruction and disruption to the community by using an alignment on the north; • There is potential conflict with a retaining wall at the dormitories on the north side of Wheeler; and • The current LPA alignment design enables fewer pedestrian conflicts due to METRO's provision of signalized pedestrian crossings on Wheeler. The LPA alignment was determined to be less disruptive and more cost effective than locating the alignment adjacent to the University of Houston north of Wheeler (continued from page 17).
183.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]		
184.	Sherwood Lynn [Written comment]		
185.	Shawn Coleman University Oaks resident [Written comment]		
186.	Cecily Rutherford [Written comment]		
187.	Carole Marcely University Oaks Civic Association [Written comment]		
188.	Elizabeth Brown-Guillory [Written comment]		
189.	Mary Jenewin [Written comment]		
190.	James Cox [Written comment]		
191.	Larry N. Bahn 4372 Fiesta Lane Houston, Texas 77004 University Oaks [Written comment]		
192.	Jane Figueiredo [Written comment]		
193.	Vera Ilyina [Written comment]		
194.	Stephanie Haynes University Oaks Resident [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
195.	Daphne Brooks-Reed University Oaks Resident [Written comment]	Requests moving the rail from the south side of Wheeler to the north side of Wheeler, granting open access into Wheeler from University Oaks subdivision (continued from page 18).	See response above on page 18.
196.	Joan Litzenberger University Oaks Resident [Written comment]		
197.	Ruth Horn 4349 N. MacGregor Way Houston, Texas 77004 [Written comment]		
198.	Joan Litzenberger University Oaks Civic Association [Written comments]		
199.	Chris Lamming [Written comment]		
200.	Jeff Kabin 4377 Fiesta (University Oaks Subdivision) [Public Hearing– verbal comment]	Inquires on the distance between a light rail line on the north side and the high tension transmission lines that run on Wheeler.	METRO will fully comply with the National Electrical Safety Code (NEFC) zone for safe distance between the Overhead Contact System (OCS) and all high voltage transmission lines that either cross or run adjacent to the Southeast Corridor alignment. The voltage of the high transmission lines along Wheeler are 1385 Kilovolts. During the summer, the lines drop due to the high temperatures, and the OCS would not meet the minimum separation distance requirement if the alignment were built on the north side of Wheeler.
201.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
202.	Karen Kabin 4377 Fiesta Lane Houston, Texas 77004 [Written comment]	Concerned about traffic flows and safety at the Martin Luther King/Calhoun/Wheeler intersection.	A full traffic analysis, in accordance with City of Houston criteria, has been conducted to review the vehicular and pedestrian traffic interfaces along the LPA alignment. Proper vehicular control devices, such as specific additional signage and traffic control lights, will be installed during construction of the LPA. Under 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 the LRT vehicles and vehicular/pedestrian traffic that would cross the LPA alignment. 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 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. Pedestrians will benefit from a safer crossing environment at these locations.
203.	Reverend Fana 5500 Martin Luther King Blvd. Houston, Texas [Public Hearing – verbal comment] [Written comment]	Concerned about the safety of children going to school adjacent to the LPA on Martin Luther King Boulevard.	While implementation of the LPA 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 extremely focused on the issue of safety of the children along the alignment. Techniques to protect the safety of children are addressed in Section 5.2.3.1 of the SFEIS. These include the safety awareness education program where METRO staff will be attending the surrounding schools teaching the children how to act near the project. In addition, easy to read signage will be installed warning children not to enter an area of transit
204.	Arnell Johnson 2202 Truxillo Avenue (Washington Terrace Subdivision) [Public Hearing – verbal comment]		
205.	Dee Simon 5210 Cortelyou Lane Houston, TX 77021 [Public Hearing – verbal comment]		
206.	Lowenda Cauldwell 5135 Stuyvesant Ln. Houston, Texas 77021 [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
207.	Minnie Jackson 5134 Stuyvesant Houston, Texas 77021 [Written comment]	Concerned about the safety of children going to school adjacent to the LPA on Martin Luther King Boulevard (continued from page 20).	operations. Safety outreach to schools in the Southeast 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. 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 Southeast 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 Southeast 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 to distribute 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. 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 Southeast Corridor. Stakeholder meetings will be conducted to address safety concerns.
208.	Etoil Grant 5138 Stuyvesant Houston, TX 77021 [Written comment]		
209.	Rutha Hymon 5018 Ventura Ln. [Written comment]		
210.	Reverend Fana 5500 Martin Luther King Blvd. Houston, Texas [Public Hearing – verbal comment] [Written comment]	Not supportive of light rail on Martin Luther King Boulevard.	The LPA selected is consistent with and supports the transportation goals and objectives of the Southeast Corridor. The LPA will improve the transportation system by providing the Southeast 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 Southeast Corridor economic development goals and their associated benefits.
211.	Arnell Johnson 2202 Truxillo Avenue (Washington Terrace Subdivision) [Public Hearing – verbal comment]		
212.	Dee Simon 5210 Cortelyou Lane Houston, TX 77021 [Public Hearing – verbal comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
213.	Rev. Hunt L. Harris 5505 Milarf Houston, TX 77021 [Written comment]	Not supportive of light rail on Martin Luther King Boulevard (from page 21).	The LPA selected is consistent with and supports the transportation goals and objectives of the Southeast Corridor. The LPA will improve the transportation system by providing the Southeast 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 Southeast Corridor economic development goals and their associated benefits (continued from page 21).
214.	Minnie Jackson 5134 Stuyvesant Houston, Texas 77021 [Written comment]		
215.	Etoil Grant 5138 Stuyvesant Houston, TX 77021 [Written comment]		
216.	Rutha Hymon 5018 Ventura Ln. [Written comment]		
217.	Marsha Ickes [Written comment]		
218.	Arnell Johnson 2202 Truxillo Avenue (Washington Terrace Subdivision) [Public Hearing – verbal comment]	Not supportive of light rail on Wheeler Avenue.	The LPA selected is consistent with and supports the transportation goals and objectives of the Southeast Corridor. The LPA will improve the transportation system by providing the Southeast 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 Southeast Corridor economic development goals and their associated benefits.
219.	Marsha Ickes [Written comment]		
220.	Jennie Louie [Written comment]		
221.	Stanley Louie University Oaks resident [Written comment]		
222.	G. Lee [Written comment]		

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
223.	Rev. Hunt L. Harris 5505 Milarf Houston, TX 77021 [Written comment]	Had no knowledge of the meetings held about the light rail alignment on Martin Luther King Boulevard.	METRO considers public and agency involvement critical to the success of any project with the potential to affect the community. Over the course of the study, the project team held more than 125 stakeholder meetings. In addition, project team members have attended and made presentations to a variety of community and neighborhood organizations in the study area. For the SFEIS Public Hearing, METRO published notifications for the Southeast Corridor project in an ad in the local newspaper, disseminated project information to the stakeholder database/mailing list, posted information on the project website, placed door hangers, placed a notice in area church Sunday bulletins, telephoned area civic club presidents and neighborhood organizations, and distributed an electronic mail notice of the hearing through the neighborhood and civic club e-mail distribution lists.
224.	Arnell Johnson 2202 Truxillo Avenue (Washington Terrace Subdivision) [Public Hearing – verbal comment]	Concerns about community cohesion.	The SFEIS analysis indicates that the cohesion of the neighborhoods would be diminished, though not destroyed, by the placement of LRT along streets in the Southeast Corridor. The effect would be the restriction of crossings of the trackway to controlled locations. Mid-block crossings of streets with automobile traffic and pedestrians are similarly discouraged. Although there would be some adverse effect on neighborhood cohesion, the LPA would provide offsetting benefits and opportunities that would enhance the neighborhoods and individuals' quality of life.
225.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Notes that the FEIS states that the MacGregor neighborhood is dominated by single-family residences with some multi-family and commercial uses. A multi-family complex was only recently acquired and it is outside the bounds of the McGregor Place subdivision.	The FEIS was referring to the general area of the McGregor neighborhood and not specifically to the McGregor Place subdivision.
226.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	On Page 5-14 of the SFEIS referring to the MacGregor Park Station, it states "the populace is comprised of African/American professionals". Please refer to the questionnaire sampling submitted in my original complaint. Most of these residents do not depend upon public transportation which further proves that light rail is not needed on this section of MLK Boulevard, nor Wheeler Avenue.	Transit riders are not just limited to minority, low income population groups. The improved transit services provided by the LPA would attract riders from all population and income groups, including some who do not currently use public transportation.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
227.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Section 5.1.6. Emerging Trends, second paragraph would lead people to believe that homeowners between OST & Griggs are no longer interested in single-family dwelling homes and that "loft type" dwellings are more supported.	The SFEIS notes loft developments are becoming more appealing to urban residents. Although there is evidence of this trend, this does not imply that residents support loft developments more than single-family dwellings.
228.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Section 5.2 definitely speaks to the cohesion of neighborhood/community facilities/services, all of which will be destroyed with placement of light rail on Martin Luther King Boulevard between Old Spanish Trail and Griggs.	The SFEIS analysis indicates that the cohesion of the neighborhoods would be diminished, though not destroyed, by the placement of LRT along streets in the Southeast Corridor. The effect will be the restriction of crossings of the trackway to controlled locations. Mid-block crossings of streets with automobile traffic or pedestrian traffic will be similarly discouraged. Although there would be some adverse effect on neighborhood cohesion; the LPA will provide offsetting benefits and opportunities that would enhance neighborhoods and individuals' quality of life. Among the positive effects of the project for all residents in the study area are enhanced mobility options, greater access to local jobs and other opportunities such as educational, shopping, and entertainment activities, and potential economic development and redevelopment in communities along the project corridor.
229.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Page 5-16, first paragraph continues with misrepresentation that "current transit planning is transparent with route alignments and station locations". Refer back to the 2003 Referendum of the actual alignments that were approved by the citizenry. The statement on Page 5-16 that METRO Solutions is to enhance mobility for residents in communities that are transit dependent does not apply to the section of the SE Corridor residents who live in MacGregor Place; Macgregor Trails – the two most impacted by proposed light rail placement on Martin Luther King Boulevard.	Enhancing the mobility of communities that are transit dependent is only one goal of the project. The project is also intended to improve mobility for all residents of the Southeast Corridor. The LPA alignment on Wheeler Avenue/Martin Luther King Boulevard was evaluated along with an alignment on Scott Street and Griggs Road and was determined to have fewer impacts and greater support by the community.
230.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Page 5-17, Section 5.2.1.1 "If in fact impact is considered disproportionate if the impact is adverse and occurs in the census tract that has a high minority population", why then is LRT continuing to be planned for placement on MLK Boulevard, Wheeler (a section never even supported by bus service), Harrisburg (historically Hispanic) and the North Side (Hispanic)?	The SFEIS states that the LPA would not result in disproportionately adverse impacts on low-income and minority communities and businesses because the project area, as a whole, consists of a high concentration of low-income and/or minority populations. Providing high-capacity transit service to this area is one of the project's purposes and will be a benefit to these populations. As with any major transportation project, it is likely that residents within the project area would endure the impacts of the construction and operation of the proposed transit project.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
231.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	Concerns on impact of LRT on traffic patterns because the SFEIS drawings submitted show several streets for LRT that would not allow for left turns into neighborhood streets.	The LRT will impact circulation patterns, as discussed in Chapter 4 of the SFEIS, but access to neighborhoods will still be maintained by right turns in and out of cross streets closed at the median. Left-turns will be restricted in mid-block, but left turns will be maintained at all existing signalized intersections within the corridor.
232.	Deidre Simons 5210 Cortelyou Lane Houston, TX 77021 [Written comment]	The SFEIS drawings show METRO is now planning to place a LRT storage yard-type structure in our area which is already belabored with railroad tracks and a switching yard – yet another change, yet another example of METRO's transparency". This action appears to be retaliatory or even more prejudicial since we are primarily African/American & Hispanic. How can this type of building within a community be considered cohesive with minimal destruction to the neighborhood and environment?	The proposed Southeast Corridor Storage Facility will be located within an industrial area that is considered compatible with the railroad use. Impacts to neighborhood cohesion are considered minimal because of the existing industrial use.

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233.	Gary Trietsch, P.E. Houston District Engineer Texas Department of Transportation P.O. Box 1386 Houston, TX 77251 [Written comment]	TxDOT has identified a serious problem with the proposed Southeast Corridor Storage Facility shown on sheet 23 of the Alignment Plan in Volume 2 of the Engineering Drawings. The S&I facility is in direct conflict with the proposed design of the SH 35 interchange and entrance and exit ramps onto Griggs Road. TxDOT currently owns some of the property along Griggs Road and adjacent to the southeast segment of land owned by the FEF Family Limited Partnership. This is the same property for the S&I facility and the property TxDOT needs to develop the SH 35 project. The schematic design of SH 35 from IH 45 south to Belfort has been previously approved and partially constructed. TxDOT plans to acquire this property in future years and extend the project to Alvin. METRO's acquisition of this property would endanger the entire SH 35 project since the main lanes pass through the back section of the property and the ramp to Griggs Road could not be constructed. TxDOT requests that METRO not proceed with locating the S&I facility at the current proposed site on Griggs Road. TxDOT would like to meet with METRO and discuss the project as TxDOT proceeds with the completion of the SH 35 project.	METRO has recently discussed the Southeast Corridor Storage Facility plans with TxDOT. METRO has modified the site plan for the proposed facility to avoid the conflict with the TxDOT design of the SH 35 interchange and ramps. TxDOT has reviewed and concurred with the site modification (Appendix D). LRT vehicles will enter the facility on the eastern side of property between the proposed TxDOT ramps. The vehicles will then be inspected and washed. After their washing, the vehicles will either return to revenue service or move through the yard to storage. A driveway entrance for employee parking will be located west of the tracks. Employee parking places will be provided under the TxDOT interchange. For opening day, the site plan will accommodate 13 vehicles, which is the number of vehicles required for start-up of revenue operations. Additional storage capacity to accommodate a total of 29 vehicles would be required for 2030 operations. The existing site can be expanded to accommodate 16 additional vehicles by utilizing more of the site without impacting SH 35 ramps (Appendix D).

Comments Received on the SFEIS			
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234.	Federal Emergency Management Agency, Region VI 800 North Loop 288 Denton, TX 76201 [Written comment]	Contact the City of Houston Floodplain Administrator for a determination as to whether a Floodplain Development Permit is needed.	METRO will coordinate with the City of Houston Floodplain Administrator. A detailed hydraulic analysis will be performed for Brays Bayou as the details of the design are finalized. METRO will design the bridge over Brays Bayou to comply with FEMA, the City of Houston, and Harris County Flood Control District floodplain development criteria.
235.	HHN Homes P.O. Box 130905 Houston, Texas 77219 [Written comment]	The LPA as shown in the SFEIS will require the partial acquisition of 1205 Roberts and severely impact newly constructed single family residential structures and lots. HHN Homes requests METRO consider and use a route that does not involve the block of Dallas between Roberts and Sampson.	This property was identified as commercial during the preparation of the SFEIS. METRO has re-visited the property and concurs that the land use at 1205 Roberts is residential. METRO will adjust the alignment during final design to avoid property acquisition at 1205 Roberts. No residents will be displaced from this property as a result of the LPA.
236.	Neal Meyer Mobility Coalition 2822 Briarhurst #54 Houston, Texas 77057 [Written comment]	Concerned about rising cost of construction and METRO's ability to fund and operate the Southeast Corridor and maintain bus service.	Chapter 8 of the SFEIS discloses METRO's capital and operating plans at 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 standards. Chapter 8 also identifies the financial resources required to fund the capital and operations and maintenance costs associated with the Southeast 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 Southeast Corridor LPA while continuing to operate and expand their existing base transit system and completing the other components of the METRO Solutions Plan.
237.		Concerns on freight and trucking movements since there are no left turns for many stretches of the corridor.	Although left-turns will be restricted in mid-block, left turns will be maintained at all existing signalized intersections within the corridor. New signalized intersections will be added at the following locations: mid-block on Rusk between the downtown terminus and IH-45; between Bagby and Avenida de las Americas on Capitol and Rusk; on Jackson at Rusk; on Hamilton at Capitol; on Texas at St. Emanuel, Bastrop, St. Charles, Live Oak, and Nagle; track crossings of Hamilton south of Texas and north of Rusk; at IH-45 northbound off-ramp; at Hadley Street; intersection of Scott and Reeves; southbound lanes for the Calhoun and Martin Luther King Boulevard intersection; Martin Luther King Boulevard at intersections with South MacGregor Drive, Arvilla Lane, Madalyn Lane, and Cortelyou Lane; and Griggs Road at Beekman Road and Sunrise Road. The new signalized intersections would allow left turns.

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238.		The assessment of traffic conditions and transit conditions in the Southeast Corridor overstate the need for the project. METRO has not investigated the best possible "best you can do" with the No Build Option.	The need for the project is identified in the Purpose and Need Chapter in the SFEIS. The LPA addresses the identified need by providing for improved mobility and transit system reliability. The proposed project was evaluated against the Transportation Systems Management (TSM) Alternative during the planning Alternatives Analysis and found to produce travel time benefits that demonstrate that the project is cost effective. The No-Build Alternative does not meet the Purpose and Need for the project.
239.		Light rail does not spur economic development.	As stated in Section 5.2.2 of the SFEIS, implementation of the LPA would provide several direct, indirect, and induced economic benefits related to construction and on-going expenditures for operations and maintenance (O&M) of the system. These effects would be realized to varying degrees throughout the region in terms of increased economic output, employment, and earnings. Light rail stations would improve accessibility in the Southeast Corridor. Accessibility is one of the many factors that influence development. Secondary effects (including secondary development effects) are discussed in Section 5.15 of the SFEIS.
240.	Bank of America Center William L. McFarland 700 Louisiana Street, Suite 225 Houston, TX 77002 Re: Block 84 [written comment]	LRT may impact entrance/exit to loading docks (and street side delivery functions) on Rusk Street between Louisiana and Smith Streets.	Bank of America is located between Louisiana, Smith, Capitol and Rusk. Bank of America entrances/exits are on the north side of Rusk. The proposed LRT will be on the south side curb lane. No impact to ingress / egress is anticipated.
241.		Sidewalk along south side of Capitol St (between Louisiana and Smith Streets) may need to be narrowed for traffic/LRT lanes.	Based on preliminary engineering, the sidewalk on the south side of Capitol (between Louisiana and Smith) will not be narrowed.
242.	Hines Andrew Hoyns 717 Texas, Suite 1500 Houston, TX 77002-2712 Re: Houston Pennzoil Place - Block 83 [written comment]	Entrance to garage underneath South Tower and North Tower and loading dock serving South Tower are located on Rusk Street.	Houston Pennzoil Place is located between Louisiana, Milam, Capitol and Rusk. Houston Pennzoil Place entrances/exits to the garage and loading dock serving the south tower are on the north side of Rusk. The proposed LRT will be in the south side curb lane. No impact to ingress / egress is anticipated.
243.		Garage exit and loading dock serving North Tower are located on Capitol Street.	The design for the LRT alignment includes a commercial use lane (8-9 feet) adjacent to the curb that will allow for garage exit and loading dock services.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
244.		Semi-trailer trucks do not fit into docks and park parallel to building and project well out into street during loading.	The semi-trailer trucks will be able to parallel park in the commercial use lane. The commercial use lane will be restricted from normal vehicular operation and will be dedicated for drop-offs and pick-ups in the curb lane adjacent to the property. Large vehicles will be allowed to park parallel to the adjacent building for the purpose of unloading and loading. Material will be unloaded and loaded using normal equipment similar to any normal forklift operation. At this level of design, it does not appear that there will be a reduction in the sidewalk as a result of the allowance for the commercial lane.
245.		Sidewalk along south side of Capitol (between Louisiana and Milam St) may need to be narrowed.	Based on preliminary engineering, the sidewalk on the south side of Capitol St. (between Louisiana and Milam) will not be narrowed.
246.		Concerned with Houston Fire Department's ability to connect, pressurize and supply water at the Block 83 garage entrances and exits.	The siamese connections used by the Houston Fire Department will not be in conflict with the proposed guideway construction and location. Provisions will be made during construction to prevent obstruction to this location. Additionally, the current design plans propose a commercial curb use at this location that is between and adjacent to the LRT guideway and Pennzoil Place.
247.	JPMorgan Chase Tower Jeff Mabrey 600 Travis Houston, TX [written comment]	Parking garage that serves building on block 68 has entrance on Capitol Street – how will LRT affect use of this garage?	The JPMorgan Chase Tower parking garage is on the north side Capitol. The LRT alignment on Capitol is on the south side of the street and will not impact the Chase Tower parking garage (Block 68).
248.		Taxi cab parking lane on Capitol Street next to Tower is used by tenants – concerns over where it might be relocated.	The Taxi Cab parking lane has been discussed in several meetings with the City of Houston and the Downtown Management District. In these meetings, it was determined that the parking lane would have to be replaced with a third traffic lane in order to meet the forecasted traffic demand on Capitol in peak hours. It was also determined that the Taxi Cab parking lane could be maintained only in off peak or designated hours with proper City of Houston coordination. Supplemental parking for the Taxi Cabs would have to be relocated to Milam, a southbound street adjacent to the building, at all other times.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
249.	Hines John Mooz 717 Texas, Suite 1500 Houston, TX 77002-2712 Re: Block 69 [written comment]	Entrances/exits to proposed garage (on Texas Ave and Fannin) may be negatively affected.	The LRT alignment will be located on the south side of Capitol. The proposed garage will have entrances on Texas and Fannin. No impact from the LRT is anticipated.
250.		With active rail on two side of building (+ the potential Capitol to Main turning movement), overall site access (including access required during construction) will be affected.	The rail connection between Capitol and the existing Red Line on Main Street will be entirely within the existing street right-of-way. Site access and staging during construction of the building will have to take place on Texas and Fannin. Pedestrian site access will be managed with pedestrian signalization at each intersection.
251.		Conflict re desire to push out basement walls beyond property lines and location of rail structure.	METRO is coordinating with the Hines Corporation and has identified a potential conflict with the Hines building proposed basement wall on Capitol. METRO and Hines are jointly working on an integrated design solution that will work for both parties.
252.		Rail infrastructure may block future tunnel access.	It is METRO's understanding that the tunnel construction for Block 69 will take place across Main and north of Capitol. The preliminary tunnel plans provided by Hines will be incorporated into the light rail design.
253.		Rail construction could remove one of the public streets from temporary use, resulting in having two streets not available for temporary closure.	The north side curb lane of Capitol will not be used for the LRT operation. METRO, the City of Houston, and Hines will coordinate temporary street closures.
254.		Primary pedestrian building entrance is in conflict with "Spur".	METRO does not anticipate any issues related to the rail connection between the Capitol and Rusk alignment and the Main Street LRT line. Potential traffic, pedestrian access, and noise impacts have been analyzed and no adverse impacts are expected. The connection will be built entirely within the existing street right-of-way.
255.		Sidewalk along north side of Capitol St may need to be narrowed.	Based on preliminary engineering the sidewalk on the north side of Capitol (between Main and Fannin) will not be narrowed.
256.		Presence of LRT along Capitol will disrupt ability to place Type A Pedestrian Barricades in the curb during construction.	The LRT track will most likely be constructed prior to the construction of the proposed building and thus it will be incumbent upon the proposed building contractor to coordinate with METRO's System Safety Department during the building's construction. Additionally, pedestrian circulation may have to be diverted to the opposite side of the street.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
257.	Crescent Real Estate Equities Limited James H. Wilson 9 Greenway Plaza, Suite 650 Houston, TX 77046 Re: Block 94 [written comment]	LRT Station, as shown in drawings, will block 50% of entrances/exits to Rusk Garage (including access to HC spaces) – blocking this side of garage will require reconfiguration of internal circulation ramps.	The LRT will block 50 percent of entrances / exits to Rusk Garage. Reconfiguration of internal circulation ramps and access points will be necessary as part of the LRT project. METRO and Crescent will jointly develop a plan to reconfigure access to the Rusk Garage relocating it from Rusk to San Jacinto. It is anticipated that the exit will be diverted from Rusk to San Jacinto. Handicap parking will be accommodated by closing the entrance on Rusk and a redesign of the entrance / exit on San Jacinto.
258.		Blocking of all but one side of block may make future redevelopment unachievable.	LRT station will only block the Rusk side of the property. METRO has determined that future development of the block will still be achievable.
259.	Crescent Real Estate Equities Limited James H. Wilson 9 Greenway Plaza, Suite 650 Houston, TX 77046 Re: Block 95 and 97 [written comment]	Safety concerns re garage entrances/exits (1200 space garage) on northern side of building in crossing LRT guideway.	METRO will incorporate traffic control devices and signage in compliance with Texas Manual on Uniform Traffic Control Devices (TMUTCD). These safety features could possibly include flashers, crossing arms, etc.
260.		Given loading dock bay depth, it must be determined if truck deliveries can be made safety.	Based on plans received from Crescent (December 14, 2007), there does not appear to be any impediment to trucks making deliveries at the loading dock.
261.		Assurances are requested that train headways and signalization timings will allow for traffic flows in/out of garage.	Based on the analysis during Preliminary Engineering and preliminary findings of VISSIM simulation, there are no conflicts with trains operating at planned headways. If during Final Design, traffic flow or access to the garage is found to be impacted, modifications to signalization can be integrated in the system. METRO will continue coordinating with Crescent representatives.
262.	Crescent Real Estate Equities Limited James H. Wilson 9 Greenway Plaza, Suite 650 Houston, TX 77046 Re: Block 96 [written comment]	Assurance that LRT's proximity to garage structure will not result in structural issues re foundations and other building features.	At this current level of analysis, no structural impacts are anticipated. During the design phase, further analysis will be conducted to ensure that there will be no structural impacts.
263.	Hines John Mooz 717 Texas, Suite 1500 Houston, TX 77002-2712 Re: MainPlace - Block 93 [written comment]	Entrance/exit for upper parking levels are located on Fannin; primary turn lane for vehicular traffic from west of Houston onto Fannin is located on Rusk – concerns with functionality + safety of vehicle traffic mixing with LRT guideway.	Based on the analysis during Preliminary Engineering and preliminary results of VISSIM model simulation, there are no conflicts with trains operating at planned headways in mixed flow traffic. If during Final Design, access to the garage is impacted, modifications to signalization can be integrated in the system. METRO will continue coordinating with Hines representatives.

Comments Received on the SFEIS			
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264.		Sidewalk along the south side of Rusk St may be narrowed.	Coordination is ongoing between METRO and Hines. The existing sidewalk along the south side of Rusk will be narrowed approximately two to four feet. At the new Main Place building, it is estimated that the sidewalk width between the proposed face of curb to the proposed Main Place building face will be 8.5 to 10 feet. The City of Houston requires a standard 5 foot wide sidewalk on all major thoroughfares. However, METRO's experience with the City of Houston has been that sidewalk width has been addressed on a site by site basis. METRO will continue to work with Hines to coordinate plans to ensure that sidewalk space will effectively accommodate pedestrian movements.
265.		Rail infrastructure may block future tunnel access.	It is METRO's understanding the tunnel construction for Block 93 will take place across Main Street and south of Rusk. METRO is not currently planning any work in the area that will conflict with the tunnel construction.
266.		Rail construction could remove one of the public streets from temporary use, resulting in having two streets not available for temporary closure.	METRO, the City of Houston, and Hines will coordinate temporary street closures either on Fannin or Walker or during off-peak periods and weekends.
267.		With active rail on two side of building (+ the potential Rusk to Main St turning movement), overall site access (including access required during construction) will be affected.	Vehicle access will not be impacted because the building entrances and exits will be located on Fannin and Walker, not on Rusk. Pedestrian site access will be managed with pedestrian signalization at each intersection.
268.		LRT construction schedule take into account coordination with other major projects under construction re temporary access.	As part of Final Design, METRO will develop a phased construction plan and will have its contractor review and coordinate the construction plan with Downtown stakeholders prior to construction. This plan will address temporary access and coordination with other major construction projects.
269.		Presence of LRT along Rusk will disrupt ability to place Type A Pedestrian Barricades in the curb during construction.	METRO's phased construction at this site will not conflict with the Main Place building construction.

Comments Received on the SFEIS			
ID	**Name and Address**	**Comment**	**Response**
270.	Houston Downtown Management District Robert M. Eury 909 Fannin, Suite 1650 Houston, TX 77010 [written comment] Central Houston, Inc. Robert M. Eury 909 Fannin, Suite 1650 Houston, TX 77010 [written comment]	Access conflicts clearly exist at the Rusk Garage (1100 block of Rusk).	The LRT will block 50 percent of entrances / exits to Rusk Garage. Reconfiguration of internal circulation ramps and access points will be necessary as part of the LRT project. METRO and Crescent will jointly develop a plan to reconfigure access to the Rusk Garage. It is anticipated that the exit will be diverted from Rusk to San Jacinto. Handicap parking will be accommodated by closing the entrance on Rusk and redesign of the entrance / exit to San Jacinto.
271.		Future traffic study must present traffic conditions at block level.	A detailed traffic analysis of the Downtown area analyzed signalization and ingress and egress traffic flow at area garages on Capitol and Rusk. Findings indicate no change in the level of service of major intersections and at garage entrances and exits.
272.		Future traffic study must investigate four locations where LRT crosses all traffic lanes (Hamilton/Texas, Capitol/Chenevert, Rusk/Hamilton, Rusk/Bagby).	All studies performed to date for impact analysis and design have determined that the crossings of these intersections can be performed safely with no adverse impact to traffic.
273.		Interline Connection – what is the impact on Capitol/Rusk traffic from turning trains? What are the pedestrian impacts from this turning movement?	The traffic analysis of the rail connections between Capitol/Rusk and Main have not noted any unusual traffic issues. The connecting tracks that go from Capitol/Rusk to Main are in street right of way and do not impact access to the building proposed to be built at the site. Further analysis and coordination with the Downtown community will continue during the detailed design phase.
274.		Sidewalk thoroughfares of each block must be respected – bifurcating or minimizing sidewalk width will have negative impact on larger transit environment (i.e. access to transit is as important as travel on transit).	Each block along the alignment will provide for acceptable pedestrian sidewalk space. At the Preliminary Engineering stage, METRO has determined there are no adverse impacts to pedestrian movements. Station locations and appropriate pedestrian space will be reviewed in the design process on a block by block basis. METRO will meet with Downtown stakeholders during the Final Design stage to go over sidewalk design and pedestrian movements.

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275.		Concerned with conflicts between train frequency and delivery schedules.	METRO will coordinate special delivery schedules with the property managers. Special deliveries requiring additional time will have to be scheduled so that deliveries can be made during off peak train operations.
276.		Concerned about traffic flow, vehicle mix and train conflicts in the Downtown area.	In the downtown area on Capitol and along Rusk the LRT vehicles will operate like streetcars, and the trains will operate along the south curb lane in mixed traffic flow with car and truck traffic except during peak operations. During peak hours, vehicle traffic will be prohibited from utilizing these lanes except for vehicles executing left turns from Capitol and right turns from Rusk. All turning movements currently permissible on Capitol and Rusk will continue. Vehicles turning left from Capitol and right from Rusk will be permitted to enter the track-way lanes for turning, but only on the immediate approaches to mid-block driveways and intersections with southbound and two-way cross streets (much like the existing operation of buses in the diamond lanes). When the restriction is enforced it will reduce by one the number of travel lanes on each of these streets that would normally be available to through traffic. Station platforms are located within the current sidewalk area; there is no adverse impact on vehicular traffic.
277.		Concerned with impact on economic development.	Historically, transit has had a positive impact on existing and new development. LRT in downtown will provide more transportation choices and access to regional destinations.
278.		Requests an additional East Downtown station.	As designed, the alignment does not preclude the development of a station in the future. At this time, the forecasted travel demand does not warrant an additional station.
279.	Downtown Stakeholders (General Comments from: Bank of America, JP Morgan Chase Tower, HCG Block 69 LLC, Crescent, HCG Block 93 LLC, HDMD/Central Houston, and others) [written comment]	Concern related to shortened headways with resulting unacceptable traffic LOS (Central Houston cites a COH traffic modeling study of Capitol/Rusk that resulted in acceptable LOS).	METRO's detailed traffic study indicates that traffic flow will be within acceptable levels of service even with the reduced LRT headways that take the East End Corridor operations into account.
280.		Effects on office workers from noise and acoustic intrusions (such as train horns) and vibration.	Noise and vibration studies have been conducted and the findings and mitigation measures have been included in Section 5.5 of the SFEIS. There are no noise impacts on office workers. At the current level of analysis, no vibration impacts on structures or on the people inside have been predicted by modeling. During the final design phase, further vibration analysis will be conducted to ensure that no vibration impacts occur.

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281.		Impacts during construction period (there is and will be significant construction on blocks adjacent to LRT on Capitol and Rusk) – communication and coordination of temporary closure of lanes.	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. Notification of roadway disruptions will be provided in advance to neighboring property owners/operators. In cases of roadway blockages, neighboring property owners/operators will also be provided with descriptions of alternative routes. 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. Discussion of mitigation measures appears in Section 5.14 in the SFEIS.
282.		Effects from stray current and proposed mitigation measures.	All studies, including independent reports performed by others, conclude that there is no existing stray current exceeding acceptable level, if any at all. There is no known evidence that any harmful level of stray current has leaked into any surrounding buildings or infrastructure. METRO intends to use the conservative track-to-earth resistance requirement of 250 ohms per 1,000 feet of track and will periodically monitor the performance of stray current mitigation systems installed along the right-of-way.
283.	City of Houston Department of Public Works and Engineering Daniel Menendez P.O. Box 1562 Houston, TX 77251-1562 [written comment]	Letter dated June 11, 2008 expresses concern with access to existing sanitary facilities for maintenance and operational purposes.	METRO will provide for maintenance and operation of existing facilities along the Southeast Corridor. Manholes will allow for City operations to continue as they do presently. Neither ground borne vibration nor load distribution will impact City sanitary facilities.

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284.	City of Houston Department of Public Works and Engineering Daniel Menendez P.O. Box 1562 Houston, TX 77251-1562 [written comment]	The Department of Parks is concerned about: Smith Street Station, Tree Mitigation, Tranquility Park, Vibration Issues.	Smith Street Station: Access to the Parks Department Maintenance building on Rusk Street will be maintained; however, parking of maintenance vehicles will have to be on the north side of Rusk. Tree Mitigation: A tree mitigation plan will be developed during the design process. Plantings will comply with the City of Houston's approved list of trees. Tranquility Park: No park property will be taken. Schematics of the alignment between I-45 and Smith are found on Sheet 1 of 23 of Volume II of the Southeast Corridor SFEIS. METRO will coordinate with the City of Houston regarding the details of necessary tree relocations and replacements. Noise and Vibration: Studies have been conducted and no impacts to Wortham Fountains in Tranquility Park were identified.
285.	City of Houston Department of Public Works and Engineering Daniel Menendez P.O. Box 1562 Houston, TX 77251-1562 [written comment]	Houston Public Library requests the frontage on Griggs Rd.	Frontage on Griggs is possible as there is no conflict with METRO's proposed facilities.
286.	City of Houston Department of Public Works and Engineering Daniel Menendez P.O. Box 1562 Houston, TX 77251-1562 [written comment]	Referenced concerns stated in the City of Houston Letter dated November 9, 2006.	METRO is aware of the issues discussed in the City of Houston letter dated November 9, 2006, regarding minimization and mitigation for any loss of parkland associated with MacGregor Park as a result of the Southeast Corridor. Although the SE Corridor alignment would use some parkland (the roadway median), the impact to park access and tree/landscaping would not adversely affect the activities, features and attributes for which the park was intended. Prior to METRO using the median for the project, state law requires that Houston City Council hold a public hearing based on evidence presented by METRO that there is no feasible and prudent alternative to the use or taking of the parkland for the Project. As part of the mitigation for loss of parkland, METRO at its expense will (i) construct a new signalized intersection at MLK Boulevard and the east park entrance and will widen the park entrance drive to provide for left turn lanes, (ii) locate a transit station at or north of Old Spanish Trail to provide access to MacGregor Park, and (iii) mitigate the loss of trees removed or damaged as a result of the Project.

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287.	City of Houston Department of Public Works and Engineering Daniel Menendez P.O. Box 1562 Houston, TX 77251-1562 [written comment]	The City asks that METRO note comments provided in the City of Houston Letter dated September 11, 2006 for the Draft Environmental Impact Statement. These comments were on traffic impacts, sanitary infrastructure, and park issues. The City of Houston comments were addressed in the FEIS and are presented in the response column as they were in the FEIS or how they have been in the SFEIS. Traffic Impacts • Mitigate any loss of on street parking • Implement traffic management plans during construction • Address impacts of transit priority control on arterial progression of traffic signals • Coordinate street geometrics, mobility, safety, bike access and pedestrian access with the City of Houston • Review City transportation improvements that may affect corridor • Typical sections show narrow lane widths for safe travel • Diversion of traffic due to reduction of lanes- Capitol • Left turn prohibition along corridor • Closure or vacating of streets and traffic patterns as a result • Mid-block crossing on Wheeler option Sanitary Infrastructure – engineering concerns relating to the affect of LRT on numerous 36-inch sanitary lines from vibration, access for maintenance/repair and load distribution.	On June 26, 2008, METRO and the City of Houston entered into a Consent Agreement that outlines the procedures that METRO and the City of Houston will follow in identifying, planning, designing, constructing, maintaining and operating METRO Solutions projects, including the Southeast Corridor. The Consent Agreement allows METRO the use of the streets at no cost. The responses to City of Houston concerns are provided below: Traffic Impacts • The City of Houston could provide parking on the north side of Capitol and Rusk during off-peak traffic hours. • Traffic management will be implemented during construction and will maintain access to all properties during hours of operation • Transit priority is addressed in the LOS impacts of the alternatives. • Coordination with the City of Houston resulted in a Consent Agreement. The Consent Agreement provides guidance on design relating to street geometrics, building access and pedestrian access. It also requires coordination with City transportation improvement plans and how these will integrate with the SE Corridor. • Lane width of 10 feet minimum will be maintained. • METRO will maintain three traffic lanes in Downtown. • Left turns are restricted to signalized intersections along fixed guideway and are addressed in the LOS analysis. • No closure or vacating of streets will be required under the LPA. • Mid-block crossing on Wheeler will be controlled by automatic gates or traffic signal. Sanitary Infrastructure – METRO will provide for maintenance access by maintaining existing manholes or constructing new manholes along the Southeast Corridor. Manholes will allow for City operations to continue as they do presently. Neither ground borne vibration nor load distribution will impact City sanitary facilities.

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288.	<none>	Question about the impacts of the proposed new Main Street LRT Station	This transfer station is along Main Street between Walker and Rusk (southbound) and Capitol and Texas (northbound) and will be placed in the landscaped esplanade between the two existing tracks. The station platforms will be fully within the Main Street right of way and will not require the acquisition of additional property. No adverse impacts will occur.

APPENDIX C

AMENDED MEMORANDUM OF AGREEMENT

DEVLEOPED IN ACCORDANCE WITH SECTION 106 OF

THE NATIONAL HISTORIC PRESERVATION ACT